FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT HIS OUTPORTS
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[a1472

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1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
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3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
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11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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Hongkong, 1st April, 1909. 476

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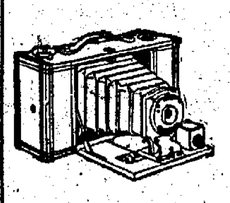

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Hongkong, 16th October, 1907. [939

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Hongkong, 4th December, 1907. [a36

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, SEPTEMBER 28TH, 1910.

FROM the Japanese papers it appears that the Government has started a campaign against Socialism—a campaign which extends not only to the seizure of all literature bearing on the subject, but even to the arrest of persons suspected of holding the prohibited doctrine. The trouble started with the discovery of an alleged Socialist plot and the arrest of the suspected conspirators. This was some months ago; but apparently the ramifications of the "plot" are so extensive that the police authorities have some difficulty in following them, for since that time arrests of Socialists have been continuous. The original conspirators are still undergoing the ordeal known as the "preliminary examination"—equivalent to police-court proceedings under English law, but conducted in private—and as in Japan an accused person is considered guilty until his innocence is proved, although the details of the "plot" are still unknown, everyone—not excepting the judicial officials—agree that the persons are guilty. However this may be, the discovery of the alleged plot has given rise to what may be described as an official panic. All the leading Socialists have been arrested—they are said to number twenty and the police authorities are now engaged in ransacking the book-shops and public libraries, and appropriating all books having a Socialistic tendency. Apparently the campaign does not extend to foreign books, ostensibly on the ground that the person who has mental capacity enough to master a foreign language is not likely to be led astray by the glamour of Socialism. All translations of the works of Socialist writers, however, are being severely dealt with, in the effort to exterminate Socialism root and branch. The Japanese people are a particularly docile people under certain circumstances, and the instructions of authorities, even although their intent be not understood, are generally followed with scrupulous exactness. It remains to be seen, however, whether the inhibition of alleged mental evils will be so successful as the inhibition of material evils. Apparently the authorities have placed Socialism in the same category as, say, opium-smoking—that is, as an evil which can be stamped out and kept permanently at bay. The measures against opium-smoking have been remarkably successful, and no one who knows Japan would have the least hesitation in affirming that there is no Japanese in the Empire addicted to the habit. The sole transgressors of the law are the Chinese resident in the open ports, who are occasionally arrested and punished for the offence. But the prohibition of opium-smoking to a people who have never become addicted to the habit is, after all, not a very difficult matter; to prohibit people from holding more or less academic views as to the methods by which a State should be conducted is another matter. Indeed, it may be already said that the campaign against Socialism has resulted in increasing or inciting an interest in the subject among the general public. Persons who have never heard of Socialism before have had their curiosity aroused, and it may be safely said that, although the sale of books relating to Socialism is officially stopped, the circulation of the works is still going merrily on in private. It may thus be that the principles of Socialism will attain a wider circulation by the action of the authorities. Further, unless some material charge can be brought against the persons arrested, the Government runs a great risk of creating martyrs and of acting the part of a tyrant. The expression of Socialistic views may be suppressed, but they cannot be exterminated. Even the extermination of Christianity several hundred years ago, though carried out ruthlessly by means which no civilised Government could now adopt, was not entirely successful, since the re-opening of the country led to the discovery that there still remained one village in Japan where the prohibited belief still lingered.

Another side of the question, which is not without its humourous aspect, is the fact that while the authorities are intent upon exterminating Socialism they are themselves engaged in practising some of its most cherished tenets—such, for instance, as State ownership, a principle upon which all Socialists, however much they may differ as to details, seem agreed. In such a Socialist paradise as is pictured in "Looking Backward," for instance, it is the State upon which all responsibility and authority devolves. The State is to own the land and everything upon the land—farms, factories, pleasure resorts — everything, so that the whole nation is to be turned into Government employés, with a guarantee of work for all who will work at a fair living wage. If Japan has not got quite so far yet, she has taken a good step towards it. A few of the public concerns in which the State in Japan is interested may be enumerated. The largest undertaking the State has acquired so far is the railways, recently taken over from the hands of private companies. A large army of State officials was thus created. By means of subsidies the mercantile marine is also largely a State concern, since the companies are bound to a certain extent by the instructions of the Government. Among the industries in which the Government is interested are camphor, salt and tobacco, which are State monoplies, worked by the State for the benefit of the people, since the profits go towards the State expenditure. One of the largest industries of Japan, copper mining, has so far escaped State interference, but the second largest industry, silk production, is under Government supervision and may come in time to be a State concern. By the policy of subsidies, also, the State has further infringed upon private industries, and so far has it imbued the people with a hankering for Socialistic legislation that there is hardly an industry in Japan which has not, at one time or another, been suggested as a fitting one for State ownership. Even Japanese publicists have of late felt called upon to rebuke the incessant cry for State help made when any industry shows signs of flagging. In private life also the State exercises a large control over the people, from deciding which among them may be trained as soldiers to supervising the cleanliness of the citizens' houses. Thus Japan, if not already a country in which the principles of Socialism are consciously followed, bids fair to be one in a not very distant future, and the suppression of Socialism as a political creed can hardly be accompanied by much success as long as the Government makes it a practical policy.

Lieut. R. T. C. Cream, R.G.A., from No. 88 Co., Hongkong, has been posted to No. 106 Co. at Falmouth.

For selling opium without a licence at No. 7, Upper Station Street, Yaumati, Mr. E. R. Hallifax at the Magistracy yesterday fined a Chinese $100.

Mr. E. C. Blanchflower, who was secretary to Commodore Lyon, has been appointed to H.M.S. *President* as additional assistant paymaster for victualling course.

A Northern contemporary states that Messrs. Jardine, Matheson & Co., Ltd., are to build their own offices in Peking. The work will be commenced at once, and finished next year.

It is reported that the Hu-Lang Shan and Hsien Shan gold mines, which the British wanted included in the Weihaiwei territory, are to be developed with the aid of Chinese capital.—*China Critic.*

Fishermen are said to be making very large hauls of fish since the last blow. The fleets at Aberdeen, after an absence of only a couple of days, are returning to port with larger hauls than have been reported for years.

Foreign residents in Seoul and Chemulpo have subscribed 217 yen for the relief of the families of the victims in the recent disaster to H.M.S. *Bedford* off Quelpart. This amount will be forwarded to the British Admiralty.

It is important when giving a receipt that the stamp should be cancelled. Thirty-six Chinese merchants appeared before Mr. J. R. Wood at the Magistracy on charges of failing to cancel receipt stamps. Some were fined $25 and others $50.

Mr. Saito, the newly-appointed Japanese Consul-General to Sydney, four Japanese medical students who are bound for Germany, and four law students who are proceeding to England, visited the Magistracy yesterday and watched the proceedings in Mr. Hallifax's Court.

Mr. H. R. H. Wade, of the Imperial Maritime Customs, is transferred to Shanghai as Deputy Commissioner. Mr. R. C. Guernier, who has been Acting Deputy-Commissioner for the Outdoor Staff, will proceed Home on leave, his place being taken by Mr. V. E. J. Dent.

An inquest was held at Shanghai last week into the circumstances attending the death of Campbell Davis, second engineer of the Indo-China steamer *Hangsang*, who died on the 2nd inst. The Coroner found, in accordance with the medical evidence, that death was due to heart failure following upon alcoholic excess.

An addition has to be made to the announcement in our yesterday's issue that four weddings are taking place in the Colony within the next few weeks. A marriage is announced to take place shortly between Mr. D. K. Moss, of Messrs. Alexander Ross & Co., and Miss Constance Electra Birdsell, who will arrive from England by the *Namur*.

A typhoon warning received at the American Consulate-General, Hongkong, from the Manila Observatory yesterday morning reported a cyclone or typhoon E. of Northern Luzon, less than 300 miles distant from Manila, moving W.N.W. or N.W. A telegram despatched from Manila at 6.30 p.m. read:—Cyclone or typhoon E. of Balintang Channel, moving N.W. or N.N.W.

The two members of the German Special Commission to the Far East, Herr Goercke and Captain Brueninghaus, arrived in Tientsin on the 16th inst. from Peking, accompanied by Mr. C. Fink, O. A. Gazette, and Capt. Dinkelmann. They are the guests of the German Consul, Dr. Knipping, who met the party at the station. They inspected the German-Chinese School and the Lager, and in the evening gave a dinner to the Foreign and Chinese directors and engineers of the Tientsin-Pukow Railway. On the 17th, after other functions, they were to leave for Dalny.

THE WANCHAI TRAGEDY.

John William Hays, gunner's mate of the U.S.S. flagship *New York*, was placed before Mr. E. R. Hallifax at the Magistracy yesterday morning on charges of wilful murder and inflicting grievous bodily harm. Accused, who was represented by Mr. Leo d'Almada e Castro, entered a plea of not guilty.

The hearing was adjourned provisionally for a week.

AN UNFOUNDED RUMOUR.

A rumour was current along the waterfront yesterday that the river steamer *Chan Po* (Captain Lewingdon), which runs between Hongkong and Wuchow, had been destroyed by fire. The story was a very circumstantial one. The *Chan Po* left here on Saturday night, part of her cargo being a shipment of kerosene. While between Sui Hing and Tak Hing fire was said to have broken out, and before it could be got under control it spread to the kerosene and the ship was utterly destroyed!

On inquiring at the office of the agents, the Wo Shun Company, yesterday, they were fortunately in a position to refute the rumour, having received a wire that the *Chan Po* had arrived at Wuchow safely, and had left on her return voyage to Hongkong.

TELEGRAMS.

[*Protected by the Telegraph Message Copyright Ordinance, 1894.*]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE TURCO-ROUMANIAN MILITARY AGREEMENT.

LONDON, September 27th.

Re-affirmations succeed denials concerning the Turco-Roumanian Military Agreement.

The Athens correspondent of "The Times" says that 13,000 Asiatic troops have disembarked at Rodosto in the course of the past month and have been dispatched into the interior of European Turkey, while most of the troops who were engaged in the suppression of the Albanian revolt are now distributed along the Greek frontiers.

SOCIALISM IN GERMANY.

LONDON, September 27th.

A socialist has been elected on the second ballot for Frankfurt-an-der-Odder, defeating a National Liberal.

This is the ninth Socialist gain since Prince Buelow's retirement.

THE COTTON TRADE DISPUTE.

LONDON, September 26th.

At a meeting of the cotton mill owners held at Manchester it is understood that a resolution was passed rejecting the conditions which the cardroom operatives attached to their acceptance of arbitration regarding the question as to who broke the Brooklands agreement in the case of the Fern Mill.

LATER.

The employers demand that the Fern Mill should start immediately, otherwise the lock-out will proceed.

GERMAN DREADNOUGHT TO VISIT SOUTH AMERICA.

LONDON, September 26th.

It is stated that the German Dreadnought cruiser "Vondertann" is going on a prolonged cruise round South America.

The Republics are now largely occupied with the création and strengthening of navies, and the cruise is being made with a view to advertising German shipyards.

THE GRAND VIZIER'S TOUR.

LONDON, September 26th.

The Grand Vizier of Turkey left Paris yesterday for Berlin and Vienna.

LOCK-OUT IN THE GERMAN METAL TRADE.

LONDON, September 26th.

A Berlin message states that the Federation of Metal Employers have decided on a lock-out of sixty per cent. of their workmen from the 8th of next month in order to prevent them supporting the shipbuilders, who are still out on strike.

This will affect 420,000 men.

THE LOSS OF H.M.S. "BEDFORD."

The loss of the *Bedford* with 18 of her crew, the *Naval and Military Record* says, is by far the most serious disaster which has befallen the British Navy in recent years. Although the death roll is not so great as when the *Gladiator* was rammed by the liner *St. Paul* in the Solent on April 25th, 1909, on which occasion there were 27 drowned; or when the destroyer *Tiger* was cut in two by the cruiser *Berwick* off the Isle of Wight on April 2nd, 1908, with the loss of 35 lives, the *Bedford* was a vessel of much greater fighting power than either of these. Apart from the deaths of so many brave sailors, the material loss to the navy through the wreck of the *Bedford* has not been equalled since the battleship *Montagu* got impaled on the Shutter rock, off Lundy Isle, on May 30th, 1906, and gradually went to pieces. The *Montagu* cost roughly about a million sterling, whilst the expense of building and arming the *Bedford* was close on three-quarters of a million.

THE RECOMMISSIONING OF H.M.S. "ASTRÆA."

The recommissioning of H.M.S. *Astræa* took place on the 12th inst. at Colombo, when the relief crew brought from home by H.M.S. *Charybdis* joined the cruiser. Captain Kiddle, remaining in command of the *Astræa*. The time-expired crew of the *Astræa* was to go home by the *Charybdis*, which left for Sheerness on the 17th instant. The *Astræa* is returning to the China Station.

SUPREME COURT.

Tuesday, September 27th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PUISNE JUDGE).

CLAIM AGAINST A HOTELKEEPER.

J. J. C. Lorentzen, acting harbour master at Kongmoon, and A. M. Lorentzen sued L. Gameau, proprietor of the Astor House Hotel, for $250, being the amount of damage done to the goods and belongings of the plaintiffs owing to the negligence of the defendant and his servants. Mr. P. M. Hodgson, from the office of Messrs. Ewens & Harston, appeared for the plaintiffs, and Mr. Otto Kong Sing represented the defendant.

Mr. Hodgson said that on the 29th June last plaintiffs arrived in Hongkong by the German mail steamer *Luetzow*, and after they had entrusted their luggage to the runner of the Astor House Hotel they proceeded to the hotel. Their light luggage was sent up to the room which had been engaged, and the heavy boxes were stored below. While they stayed at the hotel rain fell continuously, and the lower part of the premises was flooded. Several times Mr. Lorentzen asked the hall porter if the luggage stored below was all right, and he was assured that it was. Plaintiffs left the hotel on July 1st to catch the steamer for Kongmoon. They paid their bill at the hotel and the luggage was brought out from the back premises of the hotel, not where they thought it had been stored. The boxes were soaking wet and when they turned them over water simply poured out of them. They called the manager and told him they should sue for the damage done. He replied that he could not do anything and that they had better take the luggage home and let him know the amount of the damage. They did so and after examination of the boxes supplied the manager with particulars of the damage done.

Mr. Otto Kong Sing said his case was that whatever damage was done was done before the baggage came to the hotel. He could prove that it could not possibly have been done at the hotel.

His Lordship—You hear what Mr. Hodgson says, that water was dripping off it.

Mr. Otto Kong Sing—My client will say it is absolutely false.

Mr. Hodgson—There will be a conflict of evidence.

Witnesses were called and the case adjourned.

THE CHARGE AGAINST JOHN GRANT.

John Grant, formerly a surveyor in the Public Works Department, appeared under remand before Mr. J. R. Wood at the Magistracy yesterday on a charge of obtaining by false pretences a sum of $21 from villagers at Kowloon City, Hunghom, and Samshuipo. Mr. J. H. Gardiner appeared for the defence.

Mr. A. Chapman, Government Assessor, was the next witness called. He stated that no fees were charged to householders for numbering their houses. The numbering was usually carried out under the supervision of witness, and he had not employed the accused to number houses.

Mr. A. J. Darby, acting principal land surveyor in the Public Works Department, said that the defendant was formerly employed as a surveyor in that Department, and left on March 28th of this year. Witness produced a plan showing the position of the villages concerned in the case. He did not know if the defendant could speak Chinese, but while in Government employ his duties would at times take him round some of the villages.

Further evidence was taken, and the hearing again adjourned.

AN ECHO OF THE COLOWAN AFFAIR.

CHINESE GOVERNMENT SEEKS EXTRADITION OF SEVEN ALLEGED PIRATES.

Li Sz, *alias* Li Yan (the alleged chief of the Colowan pirates), and six others were placed in the dock before Mr. E. R. Hallifax at the Magistracy yesterday afternoon, when Mr. H. L. Dennys, junr., from the office of the Crown Solicitor, applied for the surrender of the accused to China on a charge of piracy committed on an oyster-boat on July 26th within the jurisdiction of China.

Mr. Dennys, in placing the facts before the Court, informed his Worship that the prisoners were charged with piracy on an oyster junk at Hakau in Chinese territory. The junk was chartered by a Canton firm, and was working on the oyster beds near the pass on the night of July 26th. The master and crew of the boat were asleep when it was boarded by the seven prisoners. The master of the boat had disappeared. It was not known where, but he had not been seen since the accused boarded his craft. The remaining six members of the crew were ordered by the prisoners to hoist the sails, and were threatened with a revolver. The junk was sailed for three days, when it arrived at Dumb Bell Island in British territory. There it was boarded by Sergeant Gordon, who, seeing it was unlicensed, made inquiries. Not being satisfied with the result, all aboard were taken on to the police launch, and subsequently the seven prisoners were arrested. On the junk were found two rifles, a revolver, 150 rounds of rifle ammunition and 50 rounds of revolver ammunition. The prisoners were charged with piracy, and the first, in his statement said, "I did not commit piracy. I engaged the boat to go to Aberdeen, and paid $1 for my passage."

His Worship—Were all these statements made after the new charge was preferred?

Mr. Dennys said they were. Proceeding, Mr. Dennys said the second prisoner denied the charge. The third said he was told by a cousin that his mother was sick, and he engaged the boat to return to Cheung Chau. He did not commit piracy. The remainder of the prisoners denied the charge.

Evidence was called and the hearing adjourned.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. A. Irving (Registrar-General), Mr. A. Shelton Hooper, Colonel Bedford, R.A.M.C. (Principal Medical Officer), Mr. Ng Hon Tsz, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearse (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (secretary).

CEMETERY APPLICATIONS.

The PRESIDENT, in terms of notice, moved—"That the Colonial Cemetery's Select Committee be empowered (1) to investigate and deal with all applications for interment in the Colonial Cemetery refused by the President, (2) to investigate and deal with applications for monuments exceeding 15 superficial feet (sub-section 2 of byelaw 10 of the Cemeteries' Byelaws) and to report to the Board." In doing so he explained that the notice arose out of the discussion which took place at the confidential meeting a fortnight ago. In fact suggestions had been thrown out that in the event of the President refusing applications for interment in the Colonial Cemetery the matter should be referred to the existing committee, the Cemetery Committee. That seemed a fairly reasonable proposal. The committee should be invested with full powers so as to act at once without having to call a special meeting of the Board. The only other matter the committee would be called upon to deal with was applications in respect of monuments, which might encroach on the area allowed by the bye-law. He thought if the Cemetery Committee was given full powers, the same as the other two committees, much trouble would be saved.

The REGISTRAR-GENERAL seconded, and the motion was agreed to.

SUGAR REFINERY.

Further correspondence was submitted relative to the carrying on of a sugar refining business at No. 103, Praya East. The application was from Messrs. J. Osawa & Co., who stated that they only wished to make a small installation.

The VICE-PRESIDENT said there was no likelihood of any nuisance being created, and he moved that the application be granted.

COLONEL BEDFORD seconded, and the motion was carried.

Mr. Hooper did not vote.

HONGKONG HOTEL APPLICATION.

Correspondence relative to enclosing the verandahs on the south block of the Hongkong Hotel was submitted.

The MEDICAL OFFICER OF HEALTH recommended that the application be refused, but suggested as an alternative that plate glass shades be placed over the arched openings in the verandah.

The HEAD OF THE SANITARY DEPARTMENT thought the suggestion of the Medical Officer of Health secured shelter and ventilation.

The DIRECTOR OF PUBLIC WORKS pointed out that during strong weather the rain was driven into the verandahs on which the w.c. windows opened, and he considered that the application should be granted on condition that (a) the wooden shutters are only to be used in cases of necessity and are to be immediately removed whenever the necessity for them passes, some ventilation is to be provided at the floor and ceiling levels of any verandahs so enclosed.

The MEDICAL OFFICER OF HEALTH minuted—I see no reason why the shades should not exclude rain from the verandahs. The space is enclosed on all four sides, and therefore there will be no driving rain. What falls will fall almost vertically.

The VICE-PRESIDENT—I have been informed that the M.O.H's suggestion will not exclude the rain from the verandahs, and would therefore be useless for the purpose for which the Company desire to provide.

Dr. FITZWILLIAMS—I agree with the Medical Officer of Health.

The PRESIDENT said this application was to provide moveable shutters on the verandah on the inside of the south block of the Hongkong Hotel. They would see from the papers that about two years ago a proposal was brought forward by the architects on behalf of the Hongkong Hotel Co. to have w.c's. in each of these rooms. Originally the w.c's. were to lead straight into the bedrooms, but eventually they were made separate. When the Board granted this application no mention was made of any proviso that the verandahs would be enclosed, and he took it that the Board would not have sanctioned the application if the verandahs were to have been closed. He thought that ought to be taken into consideration before a decision was come to in the matter.

The VICE-PRESIDENT explained that the arrangement now proposed was not shown on the plan originally approved, and if they made this alteration without sanction than it would entail considerable trouble and friction when he was asked to issue the necessary certificate. Therefore it was better to come before the Board now, and while he recognised that the Board would not have granted permission for w.c's. if the verandahs were to be enclosed, they were confronted with the difficulty which had arisen. The question was, what was the best way of getting over it? It was impossible to alter the building except by practically reconstructing it, and he thought that the difficulty could be overcome by reasonable precautions in the way of ventilation. He thought they should be called upon to put some ventilators near the floor and some near the ceiling to act in the event of the verandahs being entirely closed. With some such reservations he moved that the application be granted.

Mr. HOOPER said he was not satisfied that this was required at all, and he expressed the opinion that if shades were provided as suggested by the Medical Officer of Health it would meet the case. He did not think there was any immediate hurry, and he considered that if a committee was appointed to meet there they could come to a decision more readily.

Mr. NG HON SZE seconded, and the proposal was carried.

A committee consisting of the Vice-President, Colonel Bedford and Mr. Hooper was appointed to examin and report.

CORRESPONDENCE.

THE CANTON INSURANCE OFFICE, LTD., AUDIT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—I send you for favour of publication copy of my letter of date addressed to the Editor, *China Mail*, regarding Mr. E. J. Chapman, F.A.A. (Messrs. Linstead & Davis), and his qualifications for the auditorship of the Canton Insurance Office, Limited, the accounts of which recently appeared in your paper and are therefore presumably published to invite criticism.—I am, dear sir, yours faithfully,

A. R. LOWE, C.A.

[With reference to the first paragraph of the appended letter, we may mention that Mr. Chapman was correctly designated F.A.A. in the *Daily Press* reprint of the Report; but we comply with the request to accord the letter (subject to a little revision) the publicity of our columns because it raises the important general question of the efficiency of audits conducted by accountants who are not "Chartered Accountants." Opportunity is thus afforded for the public ventilation of a matter which is frequently discussed privately in Hongkong where the accounts of probably the majority of local companies are audited by accountants who do not hold the diploma of the Institute of Chartered Accountants.—ED.]

[COPY.]

[To the Editor of the *China Mail*.]

SIR, I beg to call your attention to an error in your issue of the 24th inst. which occurs in your reprint of the above Company's report. One of the auditors, Mr. E. J. Chapman, is therein described with the initials "F.C.A." (the well-known designation of a Fellow of the Institute of Chartered Accountants of England and Wales). As this is Mr. Chapman's first appearance on the stage in the capacity of an expert professional accountant, I think it right to shareholders and the public generally to state that this gentleman is not a Chartered Accountant, and cannot be one without the regulation 5 years' apprenticeship to a Chartered Accountant with its consequent study, examinations to pass and considerable expense.

As far as I am aware Mr. Chapman's sole claim to be an expert is based on his recent membership of the "Central Association of Accountants, Limited," of London, a Company formed in 1905.

The investing public has not the time to inquire into the qualifications of public accountants and auditors, and, in view of Mr Chapman's appearance in this new capacity, I am now giving him a public opportunity of explaining what his training, experience and qualifications are for the post he has just filled in order that the public can judge if his membership of the "Central Association of Accountants, Limited," is justified.

If Mr. Chapman can pass this ordeal, the advertisement of his qualifications will amply repay him.

As far as I am aware,—but I am open to correction—the only other two members of the "Central Association of Accountants, Limited," in this part of the world are:—

Mr. J. Hennessy Seth, Hongkong.
Mr. P. R. F. Carter, late Messrs. Herbert Dent & Co., Canton.

It has been said by those who cannot gain admittance that the Chartered Accountants have tried to make a monopoly of accountancy, but this is untrue, as any man is free to sit for their examinations (which certainly are stiff), and after 5 years' apprenticeship claim admittance so long as he has passed the three examinations, as I have done. The Institute, as it was commonly known, was founded in 1880 (30 years ago) by those accountants who were then in public practice.

The Society of Incorporated Accountants was formed in 1885 by those men who were unable to get in the Institute by reason of their non-existence as public accountants at the time the Institute was formed or their inability to comply with the necessary apprenticeship and examinations of the Chartered Accountants.

The Society has also for some years refused admittance to membership except under somewhat similar conditions as apply in the Institute, and these two bodies, now 6,300 in strength, practically hold the accountancy business in their hands, though it is still an exception rather than the rule to see any other than a Chartered Accountant holding the appointment of Auditor to a Limited Company of any size in England and Wales or Scotland.

The public of Hongkong do not know these things, or I venture to think the Board of the Canton Insurance Office would not have appointed an "F.A.A." (Central Association of Accountants, Limited) to audit their accounts.

The securing by Mr. Chapman of the audit of an important Company as the Canton Insurance Office, Limited, must be very flattering to the Central Association of Accountants, Limited, and if the shareholders of the Canton Office are pleased at paying for this they have the opportunity of expressing it at the general meeting to be held on 15th October next.

In connection with this particular audit, there is another matter which may be noted, and that is Mr. F. Maitland is a member of the Canton Board, and thereby responsible for the accounts, and one of the Auditors appointed to criticize them is his own clerk. Surely this is a solecism which would only be tolerated in Hongkong.

Turning to the published accounts of the company, they are, in my opinion, incorrect and misleading. By this, I do not mean the profits shown are wrong or that the dividend and transferf of the surplus are not properly made, but that the assets are not as shown in the statement which purports to be the position on 31st December, 1909, though it is not actually so stated in the heading. It is a mere quibble to say this account is not meant to represent a balance sheet. The omission of any figures for sundry debtors, including outstanding premia on 31st December, 1909, is apparent, yet it is one of the chief items which shareholders and creditors should look for in any statement of assets and liabilities.

During Mr. Potts' absence in 1907, I partly audited the Company's accounts and refused to sign the accounts for 1906 in the form presented. My letters to the Secretary, sent him on 13th September, 1907, and to Mr. Percy Smith two days later, explained the irregularities and put on record the understanding that they should be rectified. Unfortunately I was suddenly called away to Manila to institute certain criminal proceedings and was unexpectedly delayed there, so that my partner, who was on his way through to Europe, hurriedly completed the audit of the accounts, as the annual meeting had been called and there was no time to alter the figures as promised, but it was understood future accounts were to be properly stated.

As far, therefore, as was in my power, without creating an undesirable deadlock, I fulfilled my duties to the shareholders as an independent public accountant should, and moreover obtained a refund of the Company's monies which had been improperly allowed by the usual Auditors considerably larger than my fee.

On finding that the audit this year has been given to Mr. Chapman in Mr. Potts' absence, I looked over the present report and found, in the matter of accounts, the figures are still shown in the same misleading manner. Mr. Percy Smith, the other auditor, disagreed with my views, but I feel quite sure in my own mind that no other Chartered Accountant would agree with him, nor would the Council of the Institute approve his views on the subject, as far as I understand them, as the bookkeeping method employed is not clear, and such a method is, in my opinion, one that might help to conceal any attempt of fraud.

Mr. Percy Smith's views may since have altered, and it looks as if he was uneasy about the position, as I find in his last two certificates he omits the word "correct" and merely certifies that the accounts are in accordance with the books. If therefore the books happened to be wrong it might probably be legally held that he was not responsible for any malversation of funds: in other words, the auditor giving a certificate in this form is entirely evading responsibility, but at the same time leading the shareholders to believe that the accounts have been "audited and found correct."

I do not think shareholders intentionally employ auditors who decline responsibility in this manner, but in this case they have only themselves to blame for not reading the certificate or asking at the general meeting what it covers and what it does not.

Alteration in the form of auditors' certificates are not easily noticed in the Colony, as the newspapers invariably omit them when publishing the annual balance sheets.

The correct method in England for auditors who find their views at divergence with Companies' officers is to circularise shareholders, but in this Colony it is customary for large quantities of shares to be held under blank transfers and the true owners' names therefore do not appear on the register, so, as I am not a shareholder entitled to speak at the forthcoming meeting and the Company have published their accounts in the local Press, I find this mode of addressing them through you the only practical one.

Thanking you in advance for the kind insertion of this letter, which I trust will be of some public interest, I am, dear sir, yours faithfully,

A. R. LOWE,
Chartered Accountant.

Hongkong, September 27th.

THE KOWLOON RAILWAY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—At last the welcome official announcement has been made that the Railway will commence running on the 1st of next month The time-table just published shows that the convenience of the travelling public has to a certain extent been considerately studied by the Railway Authorities, but they can certainly improve the service by providing a morning train on Sundays to leave Kowloon Station at 8.30. What object they had in view in eliminating the morning train on Sundays is hard to guess. I incline to the belief that it was merely an oversight, and the hope may justly be entertained that, now that the matter has been brought to light, it will receive due consideration.

The development of the New Territories must not be lost sight of, and should receive, as it will undoubtedly receive, every possible assistance from the Government. It is, of course, not expected that important towns will spring up mushroom-like all along the route; but at Taipo and other large stations the influx of visitors on Sundays and holidays will materially assist to develop these places, and we may ere long see the first signs of such development in the erection of modest and unpretentious yet comfortable hotels for the accommodation of visitors and picnic parties. A great deal of interest is bound to be centred in the New Territories, and more time for studying *de visu* the prospects of these new fields should be allowed to our business men than is offered by a short visit in an afternoon train.

Thanking you for the insertion of these lines in your next issue.—Yours faithfully,

LANDOWNER.

Hongkong, 27th September, 1910.

WHEN CHINESE SCHOOL BOYS WANT A HOLIDAY.

The September number of the *Yellow Dragon*, the Queen's College magazine, just issued, is mainly taken up with the address delivered by the Head Master (Mr. E. Ralphs) at the end of last term. The following extract from the address has an interest which extends beyond the College:—

"Whilst the great majority of Queen's College boys are very regular in attendance, there are some who appear time after time to obtain leave on trivial pretexts, the commonest being the excuse of sickness. I would suggest to such boys that, when desiring leave, it would be as well to decide upon the nature of their ailments before visiting the Head Master. For instance, a boy recently wrote to me asking for one day's sick leave. He came to the office next day to report his return, and I asked him what had been the matter with him the previous day. He replied, 'I had a severe attack of typhoid fever yesterday, sir, but I am quite well to-day.'

"Not less remarkable than this miraculous recovery is the epidemic of sickness that invariably breaks out among relatives during the few days between the end of the midsummer examination and the beginning of the midsummer vacation. The number of fathers and grandfathers, mothers and grandmothers, to say nothing of sisters, cousins and aunts, who are then seized with illnesses that threaten to prove fatal, is truly astounding. Curiously, too, every one so afflicted lives in Canton or Swatow, or farther afield, and the dutiful student must of course hasten at once to the bedside of his stricken relative, leaving the Colony a few days before the end of term. It is, however, comforting to know that these midsummer illnesses rarely prove as serious as was feared, the student usually reporting, on his return at the end of the midsummer vacation, that his relative has recovered."

LOCAL SPORT.

THE HARBOUR SWIM.

LOGAN WINS EASILY.

The harbour race for prizes presented by the *China Mail* was brought off yesterday, and the same interest and enthusiasm was manifested in it as has been the case since its inception. There was a large crowd to witness the start on the police pier at Kowloon, the decks of the foreign warships moored near the course were crowded with bluejackets and officers, in the V.R.C. all the available space was occupied, while the Praya wall as far as Murray Pier, and the pier itself, were crowded with spectators. A few slight mishaps interfered with the pleasures of the afternoon, but they were not serious. In the first instance a number of the competitors swam too close to the outward-bound French mail steamer to feel comfortable, and her approach was not noticed by those on board the numerous launches and rowing boats that were following the race until she was right upon them. The swimmers all pulled up in time, however, and when the captain of the steamer saw how matters stood the propeller of the vessel was stopped. This incident, of course, meant delay, and there is no doubt that the times of the winner, the second and the third man would have been reduced had the course been clear. Barros, who was swimming to the eastward, and who was well in at the finish last year, actually turned and swam towards the Kowloon shore when he saw the danger ahead, thus losing his chance of a place. Towards the end of the race an ominous cracking signified that Murray Pier was becoming unface and a little consternation was caused among the large crowd who watched the race from that standpoint. There was a rush for the street, and those who appeared to be more interested in the race than in their own position were ordered to leave the pier by the police. One of the competitors was a unit of the crew of the U.S.S. *Albany*, and as the swimmers passed that ship there were breezy American cheers for Carpenter, cheers which would have spurred any man to his utmost efforts. But Carpenter, who had given up, was then on the official launch. He was the first man home, but he did not get the prize. Mr. A. Rodger, president of the V.R.C., was the judge; Mr. Frank Lammert was the referee; the starter was Mr. T. Meek; and the timekeeper Mr. Carl Bunje.

There were ten starters in the race, namely, A. V. Barros, C. J. Cooke, F. Martins, F. C. S. Rose, C. A. Carpenter, F. M. Cruz, B. W. Bradbury, W. G. Carter, T. Logan and H. W. Petersen. The swimmers were despatched from the V. R. C. launch, Logan and Cooke heading the central group. Barros and Petersen struck out in an easterly direction, and Carpenter and other swimmers took a westerly course When some half-mile of the distance had been covered, Logan had a short lead on Cooke, who was followed closely by Rose, while on the eastern tack Petersen was making good headway and gaining considerably on the leaders. When some fourteen minutes had elapsed Logan was leading Cooke by a couple of lengths, Rose at this juncture being close on the second man, while Petersen closed in with the bunch. Most of the other competitors had by this time given up, and it was evident that the race was between the four swimmers just mentioned Throughout the race Logan was taking things comparatively easy, and frequently found time to endeavour to place the position of his opponents. Cooke and Rose maintained a steady pace all the way, but Petersen surprised the spectators more than once by putting on a sprint such as might have been expected in a race of a few lengths. Passing the V.R.C. building Logan increased his lead and reached the winning post with some twenty yards to spare. As he touched the wall there was a hurricane of applause, which was re-echoed as Cooke, the second man, finished, and as the others reached the wall they were greeted with cheers for the excellent race they had put up. Positions and times of the first five were as follows:—

T. Logan,	26 min. 58 2/5 secs	1
C. J. Cooke,	27 min. 24 2/5 secs	2
H. W. Petersen,	28 min. 11 secs	3
F. C. S. Rose,	28 min, 33 secs	4
F. Martins,	30 min. 24 2/5 secs	5

Previous results are as follows:

1906 Gr. R. Brotherton, R.G.A., 27.42 4/5
1907 A. E. Thomas (H.M.S. Tamar), 28.50 4/5
1908 A. E. Thomas (H.M.S. Tamar) 29.25
1909 C. J. Cooke (Hongkong), 29.26 2/5

Mr. Rodger, after the race and when a large crowd had assembled round the V.R.C. bath, congratulated the winner and the runners-up, thanked the proprietors of the *China Mail* for the interest they took in sport, and asked Mrs. Hicks, wife of the sub-editor of the journal mentioned, to present the successful entrants with the trophies they had won.

The lady did so, and was presented with a handsome bouquet.

Three cheers were then raised on her behalf, and another three followed for the donors of the prizes, for which Mr. Hicks returned thanks.

BASEBALL.

The baseball team from the U.S.S. *New Orleans* will cross bats with the U.S.S. *Wilmington* at Happy Valley this afternoon.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Buyo Maru*, from South American ports, arrived at Yokohama, and left for this port via Kobe and Moji on the 25th instant.

The C.P.R. Co.'s str. *Empress of China*, which left here on the 27th ultimo, arrived in New York on the 24th instant.

KOWLOON CRICKET CLUB.

The annual meeting of members of the Kowloon Cricket Club took place at the pavilion last evening. The proceedings were very animated at the close, and finally the meeting was adjourned. The business on the agenda was practically completed, that is the office-bearers had been elected, and the committee voted on, when it was brought to the notice of those present that a printed form bearing names of men suggested for the various offices and the committee had been circulated. This provoked considerable dissatisfaction, and after a lengthy discussion it was agreed, as stated, to adjourn the meeting. The report and accounts were passed after several questions had been asked and answered, and after Sir Frederick Lugard had been re-elected patron and Sir H. Mody president, Mr. W. Stewart and Mr. Goldsmith were proposed for the office of vice-president. Voting went in favour of the former, Mr T. Cheo was re-elected secretary and Mr. J. H. Mead treasurer, and the balloting for the committee favoured Messrs. Goldsmith, Harvey, Brawn, White, Neilson, Weaser, Robinson—Captain Somerville and Mr. D. J. Mackenzie receiving the same number of votes. Sir H. Mody was thanked for his generous gift of a $1,000 debentures.

MILITARY NOTES.

Lieut. T. A. Whyte, Royal Garrison Artillery, from the Hongkong-Singapore Battalion, has been posted to No. 40 Company, Cork, and Lieut. R. H Fitzroy from No. 88 Company, Hongkong, to No. 43 Company, Cork.

* * *

Captain F. W. Tomlinson, East Kent Regiment, lately serving with 3rd (Reserve) Battalion at Canterbury, is to rejoin the 2nd Battalion (shortly to move from Hongkong to Singapore) with the 180 men about to be sent to that battalion from the 1st Battalion at Aldershot.

* * *

Orders were issued at Aldershot early last month for strong drafts of the 1st East Kent Regiment and the 1st Yorkshire Light Infantry to be in readiness to embark at Southampton on September 10th for Singapore and Hongkong, respectively, to reinforce the service battalions.

* * *

Captain J. L. Stenhouse, Royal Garrison Artillery, from the Gunnery Staff Course, is returning to his post as Armament Officer at Hongkong, and comes out in charge of the reinforcement which the 2nd Yorkshire Light Infantry at Aldershot is sending to the 1st Battalion, shortly to arrive at Hongkong from South Africa.

* * *

Sanction has been given for Colonel R. H. Davies, C.B., New Zealand Militia, being appointed to command the 6th Infantry Brigade, at Aldershot, with the temporary rank of Brigadier-General whilst in the appointment, and orders have been issued for him to take up his duties on the 16th October next. The appointment of an officer of the Colonial Forces to a Brigade Command is an innovation and is considered to be a step in the right direction. Colonel Davies served with distinction during the South African War in command of New Zealand Contingents and afterwards in command of a Mobile Column. He was twice mentioned in despatches and was awarded the Queen's medal with 5 clasps, the King's medal with 2 clasps, and was appointed a Companion of the Bath.

* * *

Replying to a letter from Sir Alfred Mond, M.P., asking him personally to consider the case of Drummer Kneath, a Swansea Territorial who has just completed fourteen days' imprisonment at Pembroke Barracks for using insubordinate language whilst in camp, Mr. Haldane stated that the opinions of the military generals consulted were against remission of the sentence. "What Kneath did," Mr. Haldane proceeds, "is serious as regards the cohesion of the force and its use for war. It is all very well to speak of the hardness of discipline, but without it a force goes rapidly to pieces, and it is well that this should be realised. If the nation is serious in its desire to have a citizen army for home defence, and no other will do, the citizens must conform to essential conditions. The vast majority do this willingly."

* * *

The arrival at Liverpool last month of the Queen's Own Rifles of Canada was made the occasion of a very cordial welcome, both from the military and civic authorities. These troops, some 620 in number, have come to take part in the Military Manœuvres at Aldershot, and their advent is significant in that it is the first occasion on which Canadian troops have taken a share with the home Army in the training and exercises in the art of war which are conducted from that famous military centre. The Rifles are equipped with the Oliver equipment, which is somewhat similar to the Sam-Browne, and is all of leather. At the back the mess tin is carried below the folded overcoat, and above that is a brown canvas kit bag or sack, fastened by a strap around the middle to the crossed belts below the neck. The men are armed with the latest pattern Ross rifle with aperture sight, and carry their ammunition in the old style in leather pouches fixed to the belt in front. A short, two-edged sword-bayonet completes the equipment. They have a suit of khaki with green scarlet facings for drill and field purposes, and Rifle uniform of green with red facings for review purposes.

* * *

The Women's Sick and Wounded Convoy Corps, which, through the patriotic efforts of Mrs. St. Clair Stobart, came into existence some eight or nine months ago, went into camp at Studland, Swanage, Dorset, on the 1st inst. for a period of eight days. This is in all probability the first encampment ever held in England of a body of women organised for the purpose of being trained as efficient members of Voluntary Aid Detachments for active service in the field. It was not a holiday camp, but was conducted on serious lines. The members, numbering about fifty, left London by train for Swanage and with the commandant at its head the corps marched over the Downs to the camping ground, a distance of about three miles, two or three heavily-laden transport waggons conveying the baggage. The camp was held in order to familiarise the members with conditions likely to obtain in time of war. Captain Lloyd supervised the training, and lectures on first aid, sanitation, field work and nursing were given by Dr. Lilias Hamilton and Dr. Leipholdt, with demonstrations in cooking and stretcher and ambulance drills by R.A.M.C. sergeant-instructors. Each day's duties commenced at half-past six in the morning, and members were under strict military discipline.

COMPANY MEETING.

YOKOHAMA SPECIE BANK.

HALF-YEARLY GENERAL MEETING.

The sixty-first half-yearly ordinary general meeting of shareholders of the Yokohama Specie Bank was held on the 10th instant in the hall of the institution, Baron Takahashi, President of the Bank, presiding. There were eighty shareholders present. The accounts for the half-year ending June 30th presented by the President, and passed at the meeting, are as follows:—

	Yen.
Gross Receipts	13,064,236.11
Total expenditure	10,101,058.89
Brought forward from last account	1,167,407.64
Net profit	1,795,769.58
To reserve	350,000.00
Dividend (12 per cent. per annum)	1,440,000.00
Carried to next account	1,173,177.22

The Chairman, in addressing the shareholders, said:—Gentlemen,—I have the pleasure of presenting to you the report and accounts of this Bank for the first half-year at this sixty-first ordinary general meeting of the shareholders, and in opening the meeting to make a brief review of the Bank's business and of the general state of economic conditions of the country. The economic state during the period under review has shown generally an improvement, and a gradual recovery to the normal level of activities after the prolonged stagnation of the money market since the autumn of the year before last; but still, as the people are generally exercising great caution, some considerable time must elapse before we may see any industrial activity. However, our foreign trade, both the import and export, has shown satisfactory progress since last spring, along with the recovery of the economic conditions at home and abroad, market prices of sound securities rose gradually, and the amount of bills cleared through the clearing-houses increased as months advanced; and in short, the circumstances prevailing all round indicate that the financial world is developing in the right direction. Consequent upon the abundant supply of money, the rate of interest showed a continual decline; the Government twice issued Four-per-cent. loan bonds to the extent of Y.200,000,000 for the conversion of the Five-per-cent. internal bonds, and the various companies, commercial and industrial, undertaken by the people either made calls on the shares or issued debentures to meet their increased requirements or to replace their old loans bearing higher rates of interest. Thus, although a considerable amount in cash was withdrawn from the market, yet, on the other hand, the increase in the savings of the people, coupled with the cash redemption of the national loans, kept the money market easy. This being the case, the banks lowered the rate of interest on deposits; but notwithstanding, they still found themselves with large unemployed funds, and this Bank had likewise to pass the period under review with more or less money unemployed.

Turning to our foreign trade during the first half of the year, we find that the merchandise exported amounted to Y.211,200,000, and the imports to Y.239,900,000. These figures, compared with those for the corresponding period of the year preceding, show an increase of Y.24,200,000 in exports and Y.25,400,000 in imports, resulting in a total increase of Y.49,600,000 for both imports and exports combined.

This is doubtless due to the improved financial conditions at home and abroad. Such a large increase of exports is to be attributed partly to the price of bar silver having been favourable to the China trade, and to the great increase of cotton goods exported to China, caused by the high prices of the American products, while the increase in the imports appears principally to be due to a large increase of cotton imported from India. The amounts of exchange sold and bought in Japan on foreign countries by this Bank during the period under review totals in round figures Y29,400,000 and Y83,700,000, respectively. Compared with the figures of the corresponding year, it will be found that there is a decrease amounting to Y1,100,000 in exchange sold and amounting to Y7,800,000 in exchange bought; but as the exchange bought and sold abroad on Japan amounted to Y30,400,000 and Y105,100,000, respectively, showing an increase of Y1,070,000 in exchange sold and Y25,500,000 in exchange bought, the net result is the increase of Y.17,600,000 in the total of the Bank's exchange business at home and abroad.

As I have already mentioned, notwithstanding the improvement in the general state of economic affairs, the money market having continued in a state of stagnation, the business of this Bank during the period under review has, like most other banks, shared the effect of the disadvantage, and the result obtained fell in some measure below the mark of the corresponding part of last year. Fortunately, however, there having been such an extra business as the floating of the Government loans, we have, after making provision for doubtful assets, been enabled to reap a net profit almost the same as that shown in the last account, viz., Y.1,795,769.58. The distribution of the amount I beg you to approve and adopt in the manner proposed. In conclusion, I have much pleasure to report that this Bank participated during March last in underwriting the issue of the second Four-per-cent. internal loan of Y.100,000,000, as in the case of the first issue, and further, during May last in joining the issuing banks for the flotation of the £11,000,000 loan raised by the Government in London.

In May last this Bank received from the Minister of Finance a special order relating to the extension of our business in Manchuria, and accordingly has drawn up special regulations to meet the new business, to operate from the 1st July of this year.—*Japan Gazette.*

THE TOYO S.S. COMPANY.

On the 13th instant the directors of the Toyo S.S. Company adopted a statement of accounts which was circulated among the members on the following day, and which will be brought forward for discussion at the general meeting on the 28th instant. The figures are:—

	Yen.
Total income	3,010,914
Total expenditure	2,754,185
Net profit	256,729

It appears that the cargo carried by the Company's vessels was less by 175,000 yen than the quantity for the corresponding period of 1909, but was greater by 29,000 yen than the figure for the immediately preceding half-year. As for passengers, they show a marked increase; the income derived from this source has been greater than that for the corresponding period of 1909 by 302,000 yen. Our readers are aware that the Company entered the past half-year with a debt of 1,060,000 yen. The whole of the profits for the half-year will be applied to redeeming a portion of this debt, but there will still remain a sum of over 800,000 yen, which cannot possibly be paid back out of the earnings of the next half-year. It will be remembered, however, that Mr. Asano pledged himself publicly to the liquidation of the whole debt by means of the earnings of one year, and declared his willingness to make good out of his own pocket any deficiency that might occur. The *Shogyo Shimpo* predicts that there will be trouble at the approaching general meeting.—*Japan Mail.*

WHY WE ARE RIGHT-HANDED.

PRIMITIVE MAN AND AMBIDEXTERITY.

Going back to the beginning of things (says the Rev. H. J. D. Astley in the *Antiquary*), there is no *à priori* reason why man in his earliest stages should not have been equally dextrous in the use of both hands, but rather the contrary. Animals walk on four legs, naturally, and with an absolutely impartial and equal division of labour. When the quadrumana appear we find them still using their four limbs for purposes of locomotion, and when they use the two hinder limbs to support an erect position, as they often do, we find that apes and monkeys are perfectly indifferent in their use of the fore-limbs for prehensile and other purposes. An ape will climb a tree with equal use of the right or left hand, and will throw stones or crack nuts indifferently with either. The evidence of natural history would, therefore, seem to attest that man was evolved with equal capacity for using both hands for all purposes, and with no inherent bias for one more than the other.

It is true that physiologists tell us that the right hand is worked by the left brain, and the left hand by the right brain, and that the pressure of blood on the left side of the brain is higher than that on the right, and that man has, therefore, a natural tendency to use the right hand rather than the left; but if that is generally the case among the civilized races of the present day, which it undoubtedly is, it is open to argument whether the constant and continuous use of the right hand for generations for so many purposes to which the left is never put has not itself been the determining cause of the greater pressure of blood on the left lobe of the brain, rather than the reverse.

Right-handedness is, the writer concludes, an instance of the survival of the fittest; and such a society as the Ambidextral Culture Society, in advocating the use of both hands indifferently for all purposes, even to writing two letters at once, thus making each lobe of the brain do a separate work simultaneously, is, as I shall try to show immediately, reverting to type—a type from which man began to depart in the Neolithic Age, or even earlier, and to which he has never returned. In saying this, I am not denying that it will be a thoroughly good thing in this instance for the rising generation to make this reversion to type, as I believe it to be. Under the conditions of modern civilisation, anything that enhances the power of the individual for work, and especially one that promises to double his capacity, is an advantage.

EARLY EVIDENCES.

When we ascend the stream of time we begin to find evidences that the earliest men were neither right nor left-handed, but ambidextrous These evidences are naturally few, but they are uncertain.

The earliest evidences come from the plateaux of Kent, where in the neighbourhood of Ightham, that enthusiastic collector, Mr. Harrison, gathered upwards of 4,000 flint implements of a ruder and more primitive type than any known palæolithic implements.

Among Mr. Harrison's 4,000 or 5,000 specimens from the Ightham plateaux, even those most slightly worked are seen, when carefully examined, to bear evident traces of manipulation; the trimming or chipping is of a character such as could not have been produced by accident or natural causes. The cutting edges are rounded off or blunted, and the chipping always appears on the opposite side to a good hand-grip, for these earliest men had not yet advanced to the idea of hafting their implements, as I remarked above. Now comes in the remarkable circumstance that, when we regard these rude mementoes of early man, bearing this fact in mind, that the chipping was always on the opposite side to a hand grip, it is at once seen that quite as many of them are adapted for left-hand as for right-hand use.

We conclude, therefore, that when man first appeared in Britain, the left lobe of his brain had not yet acquired its superiority over the right, and that he was, naturally, and as a matter of course, ambidextrous.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, and special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: PRESS *Codes: A.B.C. 5th Ed. Lieber's.*

NEW ADVERTISEMENTS

WANTED.

IN SOLICITORS' OFFICE, GOOD SHORTHAND TYPIST, intelligent and willing to learn, good opening to competent man.

Apply to— "LEGAL."
Care of "Daily Press" Office.
Hongkong, 28th September, 1910. [1115.

WANTED.

BOOK-KEEPER (37) desires Appointment in the East. Clerical or similar capacity. Knowledge of French, Spanish and Portuguese. Highest Credentials. 18 years in present situation.

Address— "BELFASTENSIS,"
Care of "Daily Press" Office.
Hongkong, 28th September, 1910. [1116

CRAIGENGOWER CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the Club is POSTPONED until further notice.

R. BASA,
Hon. Secretary.
Hongkong, 28th September, 1910. 1120

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
On FRIDAY,
the 30th September, 1910, at 11 A.M., at Queen's Statue Wharf,
THE STEAM Llaunch "BELLE."

Length	58 ft.
Beam	10 ft. 6 in.
Depth	6 ft.
Engines .. Compound Surface Condensing.	
Cylinders	8 in. 16 in.
Stroke	10 in.
Boiler Pressure ...	125 lbs.

Built by Kwong Hip Lung & Co., in 1896.
Terms:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th September, 1910. [1119

SPECIAL SALE OF WORK
IN AID OF
THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORESS and SISTERS of the ITALIAN CONVENT have the honour to announce that their Annual Sale of Needlework, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on the 1st, 3rd, and 4th October next, commencing each day at 10 a.m.

The Superioress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless Aged and Infirm in the Home of the Destitute at Wanchai.

ITALIAN CONVENT,
28, Caine Road
Hongkong, 28th September, 1910. [1117

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on SATURDAY, the 1st Oct., at NOON.

For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.
Agents.
Hongkong, 27th September, 1910. [1113

NOTICE TO CONSIGNEES.

DF1/38—38 cases Opium ex s.s. "OSMARICH" from Smyrna

and

s.s. "PALMA," from Port Said, arrived 2nd September, 1910.

CONSIGNEES are hereby notified that these chests are lying in the Kowloon Godowns unclaimed at their sole risk and expense, and are requested to present their Bill of Lading for countersignature, to enable them to take delivery of the goods without further delay.

E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.
Hongkong, 27th September, 1910. [1118

WANTED.

LARGE AIRY OFFICES and SHOW ROOMS, as soon as possible, by a Long Established Mercantile Firm. Rent about $200.00.

Apply to— X.
Care of "Daily Press" Office.
Hongkong, 22nd September, 1910. [1094

EXTRA CHOICE ENGLISH

HAM

AND

BACON.

70 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[42

INTIMATIONS

"BEDFORD" RELIEF FUND

UNDER THE PATRONAGE OF
H.E. SIR HENRY MAY, K.C.M.G.,
H.E. MAJ.-GENERAL BROADWOOD, C.B.
COMMODORE EYRES, R.N.,

AN ENTERTAINMENT
Will be held
AT THE
CITY HALL,
On SATURDAY, 15TH, AND MONDAY, 17TH OCTOBER.

Seats may be Booked at the ROBINSON PIANO Co., on and after MONDAY, 3rd October.

Hongkong, 27th September, 1910. [1095

BOXING!
AT THE
CITY HALL.

On SATURDAY, 1st OCTOBER, 1910.
MAIN EVENT:
BILL LEWIS v. ROY KINNEY,
25 Three Minute Rounds
for a Purse of $1,000.
4 Preliminaries.

Bookings and Plans at ROBINSON PIANO Co., LTD.

PROMOTER, R. H. WHITTAKER.
Hongkong, 24th September, 1910. [1107

G. R.

TENDERS.

TENDERS are invited for the Supply of TIMBER, TIMBER MATERIALS, and SPARS to H. M. NAVAL YARD for one year from 1st November next.

Forms of Tender may be obtained on application to the NAVAL STORE OFFICE.

The right is reserved of rejecting all or any Tenders, and of accepting any portion of a tender.

EDGAR WATTS,
NAVAL STORE OFFICER.
Hongkong, 9th September, 1910. [1040

JUST PUBLISHED:
"POPPY PETALS,"
BY D.R.C.,
Author of "LUI SING,"
"The Flight of an Arrow," &c.
PRICE ... $3.50.

THESE TALES are not the woven tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary resident.

KELLY & WALSH, LTD.
Hongkong, 27th September, 1910. [1114

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the undersigned on SATURDAY, the 15th October, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 26th September, 1910. [1110

THE ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE SIXTH ANNUAL GENERAL MEETING will be held in the Offices of the UNION INSURANCE SOCIETY OF CANTON, Queen's Buildings, on FRIDAY, the 30th inst., at 5.15 P.M.

BUSINESS:

To receive the Report and Accounts for the year ending 31st August, 1910.
To elect Officers for the ensuing year.
And other General Business.

By Order,
S. P. WARBROOK,
Hon. Secretary and Treasurer.
Hongkong, 23rd September, 1910. [1099

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue, $100.00 each was held in the HONGKONG CLUB HOUSE, on SATURDAY, the 17th September, 1910, when the following Debentures were drawn for Redemption:—

1	313	760	1130	1479
36	338	789	1158	1538
34	349	794	1168	1585
98	466	798	1206	1637
136	578	937	1233	1694
155	582	952	1313	1740
156	608	1018	1340	1766
188	618	1023	1343	1784
191	630	1048	1361	1791
209	649	1064	1392	1805
222	675	1083	1403	1905
263	684	1096	1409	1943
287	739	1112	1448	2000

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on FRIDAY, the 30th September, 1910, in Exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 17th September, 1910. [1072

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock NOON, at the Office of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

Certain improvements and additions to the Private Stand accommodation in the Jockey Club Compound being in contemplation, the plans pertaining to same are open for inspection at the Club Offices above-mentioned any day between now and the date of the Half-Yearly Meeting. Said plans will be on view during the Meeting, when they may be discussed.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th September, 1910. [1074

NOTICES OF FIRMS

NOTICE.

MR. CHARLES EDWARD ANTON has been admitted a member of our Company.

JARDINE, MATHESON & Co., LTD.
Hongkong, 23rd September, 1910. [1097

NOTICE.

WE HAVE This Day admitted MR. ARTHUR NILSSON as Partner in our Firm.

OLOF WIJK & Co., AGENCIES, LTD.
Gothenburg, 1st September, 1910. [1090

NOTICE.

WE HAVE This Day been Appointed AGENTS for the SWEDISH EAST ASIATIC STEAMSHIP Co., LTD.

OLOF WIJK & Co., AGENCIES, LTD.
Gothenburg, 1st September, 1910. [1091

NOTICE.

WE HAVE This Day been Appointed SOLE AGENTS for the SWEDISH LLOYD S.S. Co.

OLOF WIJK & Co., AGENCIES, LTD.
Gothenburg, 15th July, 1910. [1093

AUCTIONS

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Kau U Fong, in the Colony of Hongkong, for a term of 15 years.

[1111

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Contents in Sq. feet	Upset Annual Crown Rent
			feet	feet	feet	feet		$
1	Inland Lot No. 1885.	Kau U Fong	(As per sale plan.)				9,576	3,200

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day fo October, 1910, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND opposite Shaukiwan Marine Lot No. 5, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

[1112

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.E.	S.W.	N.W.	S.E.	Contents in Square feet	Annual Rent	Upset Price.
			feet	feet	feet	feet		$	$
1	Shaukiwan Inland Lot No. 423.	Opposite Shaukiwan Marine Lot No. 5.	48	48	60	60	2,880	20	2,016

INTIMATIONS

SHOT MANUFACTURERS.

ABBEY IMPROVED CHILLED SHOT Co., LTD., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only).

CARTRIDGES, SPORTING
ABBEYRITE BRAND.

Loaded by the ABBEY IMPROVED CHILLED SHOT Co., LTD., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only). [925

SOCIETE DES PULPES ET PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten ($10) HAIPHONG CURRENCY,—Dollars Ten and Cents Twenty-five ($10.25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs. LOWE, BINGHAM & MATHEWS, St. George's Building, for endorsement after payment has been made, on surrendre of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,
T. F. HOUGH,
Chairman,
Hongkong General Purpose Committee.
Hongkong, 1st September, 1910. [1009

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 5th September, 1910. [707

TO LET

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.
1 HOUSE in Bellilios Terrace.
OFFICE in BEACONSFIELD ARCADE.
No. 9, BEACONSFIELD ARCADE (Shop).
C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.
No. 57, PRAYA GRANDE, Macao.
FOR SALE.—FOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 17th September, 1910. [91

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1910. [88

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [790

TO LET,
IN SHAMEEN, BRITISH CONCESSION, CANTON

A SIX-ROOM HOUSE, situated in Central Avenue, suitable for Office and Residence.

For Sale Two valuable Ground Lots, Middle Avenue.

For Particulars, apply to—
HERBERT DENT & Co.,
Canton.
Canton, 22nd September, 1910. [1106

TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.
GODOWNS, 151 to 155, PRAYA EAST.
OFFICES No. 2, Connaught Road, 3rd Floor.
A HOUSE in Wong Nei Chong Road.
OFFICES in YORK BUILDING.
No. 10, DES VŒUX ROAD CENTRAL, 1st floor.
SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.
Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th September, 1910. [87

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1910. [994

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.
One GODOWN in MASON'S LANE.

Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 8th March, 1910. [95

TO LET.

NO. 2, HOLLYWOOD ROAD.

No. 2, OLD BAILEY. Immediate Possession.

ARRATOON V. APCAR & Co.,
14, Des Vœux Road Central.
Hongkong, 4th July, 1910. [800

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply—
THE HONGKONG LAND INVESTMENT & AGENY CO., LD.
Hongkong, 1st September, 1910. [89

TO LET.

OFFICES in Des Vœux Road, Central, corner of Ice House Street

Apply to—
MESSRS. PERCY SMITH & FLEMING,
5, Queen's Road.
Hongkong, 2nd June, 1910. [440

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—
ARRATOON V. APCAR & Co.,
14, Des Vœux Road, Central, 1st Floor.
Hongkong, 28th July, 1910. [876

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to— J. HENNESSEY SETH,
No. 4, Ice House Street.
Hongkong, 2nd July, 1910. [795

FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST.
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR PURCHASERS,

MARINE LOT
No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &C.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-168

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.
PRICE - - - - $3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316

DR. M. H. CHAUN.
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [1022

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital	Fl. 15,000,000	(£1,250,000)
Subscribed Capital	Fl. 12,378,100	(£1,031,500)
Reserve Fund	Fl. 2,754,338,09	(£229,528)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

C. WOLDRINGH, Manager,
No. 16, Des Vœux Road Central.
Hongkong, 4th August, 1909. [23

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital	Yen 10,000,000
Capital Subscribed (paid up) ...	Yen 6,250,000
Reserve Fund	Yen 2,450,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE:
3, DES VŒUX ROAD.
Interest allowed on Current Accounts Deposits received on terms which may be had on application.
D. TOHDOW, Manager.
Hongkong, 12th September, 1910. [591

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP	Gold $3,250,000
RESERVE FUND	Gold $3,250,000
	Gold $6,500,000
	(about £1,500,000)

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4½ per cent. per annum.
For 6 " 3½ " "
For 3 " 3 " "

N. S. MARSHALL,
Manager,
No. 9, Queen's Road, Central
Hongkong, 17th August, 1910. [854

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Acting Chief Manager.
Hongkong, 16th July, 1910. [19

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
DIRECTION DER DISCONTO-GESELLSCHAFT
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-GESELLSCHAFT
BANK FUER HANDEL UND INDUSTRIE
ROBERT WARSCHAUER & Co.
MENDELSSOHN & Co.
} Berlin.
M. A. VON ROTHSCHILD & SOEHNE
JACOB S. H. STERN
} Frankfurt a M.
NORDDEUTSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUNNCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON;
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOEHN,
Manager
Hongkong, 4th December, 1907. [22

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,000
RESERVE FUND	285,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months ... ... 4 per cent.
For 6 " ... ... 3½ per cent.
For 3 " ... ... 2½ per cent.

EVAN ORMISTON,
Manager.
Hongkong, 26th April, 1910 [21

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP	Yen 24,000,000
RESERVE FUND	" 16,660,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo	London	Osaka
Nagasaki	San Francisco	Lyons
New York	Shanghai	Honolulu
Bombay	Tientsin	Hankow
Newchwang	Dalny	Peking
Antung	Liaoyang	Port Arthur
Tieling	Chiang Chun	Mukden
Kobe		

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 4% per annum
" " " " 6 " 3½% "
" " " " 3 " 2½% "

TAKEO TAKAMICHI,
Manager.
Hongkong, 14th March, 1910. [307

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$15,000,000
RESERVE FUNDS:—	
STERLING	
£1,500,000 at 2/—=$15,000,000	
SILVER	$16,000,000
	$31,000,000
RESERVE LIABILITY OF PROPRIETORS	$15,000,000

COURT OF DIRECTORS.
G. BALLOCH, Esq.—Chairman.
ROBERT SHEWAN, Esq.—Deputy Chairman.

F. H. Armstrong, Esq.	S. A. Levy, Esq.
Andrew Forbes, Esq.	F. Lieb, Esq.
G. Friesland, Esq.	G. H. Medhurst, Esq.
Hon. Mr. H. Keswick	E. Shellim, Esq.
C. R. Lenzmann, Esq.	H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:
LONDON, COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.
ON FIXED DEPOSITS,
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Acting Chief Manager
Hongkong, 26th August, 1910 [18

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,600,000
RESERVE LIABILITIES OF PROPRIETORS	£1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent.
for 6 " 3½ "
for 3 " 2½ "

WM. DICKSON,
Manager.
Hongkong, 27th April, 1910. [107

GENERAL NEWS BY TELEGRAPH.

[FROM SOUTHERN PAPERS.]

THE PRINCE OF WALES.

London, September 9th.

Steps are being taken to secure the King's assent to the investiture of the Prince of Wales with the title of the Earl of Chester when he passes through Chester *en route* to Carnarvon.

THE S. A. PREMIER ON DEFENCE.

London, September 9th.

Mr. Botha, speaking at Durban, said, while not establishing a standing army and avoiding militarism, it might be necessary, as a nucleus, to have a small force of garrison artillery. The time had not arrived to establish a Navy for coast defence, but the contribution to the Imperial Navy should be continued. "It is our duty to enable the country to defend itself independently of the motherland. Durban should be fortified as strongly as possible."

GERMAN ARMY AND AIR MANŒUVRES.

London, September 9th.

A feature of the German Army manœuvres has been the complete failure of the aerial scout service. A rain storm compelled the invaders dirigible to descend in the enemy's territory where it was captured. The defenders' dirigible made a misleading report, action on which changed the whole position in favour of the invaders. The latter had constructed a line of sham defences easily visible from above, mounting tree trunks as guns, while they erected strong fortifications elsewhere. Owing to the height at which it was compelled to remain the dirigible was completely hoodwinked.

[London, September 7th.—Sixty thousand German troops will be engaged in the Imperial manœuvres from the 8th to the 10th instant. General Mackensee, with two Divisions, will endeavour to hold the river passage against three Divisions under General Von Kluck, representing an Army invading from Russia. Each Army will have a dirigible. Izzet Pasha, Chief of the Turkish General Staff, will follow the manœuvres as one of the Emperor's guests.]

CRYSTAL PALACE AS AN IMPERIAL CENTRE.

London, September 9th.

The Earl of Plymouth, in a letter to the Press, suggests the establishment of a fund of £750,000 to acquire the Crystal Palace as a memorial to King Edward for use as an Imperial centre.

CAR FERRY STEAMER SUNK.

London, September 9th.

A railway-car ferry-boat has sunk in the middle of Lake Michigan. Thirty-nine of the crew were drowned and three rescued.

CHANGE AT OSBORNE ROYAL NAVAL COLLEGE.

London, September 10th.

Captain the Hon. Horace L. A. Hood, R.N., succeeds Captain Arthur H. Christian, R.N., in charge of the Royal Naval College, Osborne, on October 10th.

THE SUTOR COURT-MARTIAL.

London, September 9th.

In the course of his court-martial, Lieut. Sutor admitted that he had broken the regulations, in which he argued he was justified. He objected to the prosecution endeavouring to limit the proceedings to that issue and to prevent him giving reasons. He asked for a full opportunity to clear his honour from imputations. He desired to call witnesses, including Mr. Haldane, but the Court disallowed this.

ENGLISH POLOISTS BEATEN.

London, September 11th.

A New York telegram states that Meadowbrooks beat the Rumsey team at polo by 9¾ to 8.

LORD METHUEN.

London, September 11th.

Reuter wires from Cape Town that Lord Methuen has agreed, at the request of Messrs. Botha and Smuts, to remain in South Africa till April to assist the Government with the new defence scheme.

Later.

Reuter wires from Capetown that Lord Methuen will remain till April, 1912.

THE TOUR OF PRINCE FRIEDRICH WILHELM.

London, September 12th.

The Times, in a leader on the German Crown Prince's tour, urges that, while he is in India, H.I.H. should be the guest not only of India but of Great Britain also. As India has very little direct connection with Germany it would be a gracious act and a compliment to the Crown Prince if Great Britain participated in entertaining him. The amount involved would be comparatively small, but *The Times* wishes to see a precedent established which might possibly lead in the future to some desirable and just relief of Indian revenues.

THE BURIAL OF MR. HOLMAN-HUNT.

London, September 12th.

The ashes of the late Mr. Holman-Hunt were to-day placed in a white marble urn and deposited in St. Paul's, in proximity to the remains of Millais and Turner. The City Corporation, the representatives of public bodies and distinguished men in art and science attended the ceremony. The pall was surmounted by a crown of bay leaves.

TRANSMUTATION OF GOLD INTO LEAD.

London, September 12th.

£11,500 in gold, consigned from Fairbank (a city in Alaska) to Mr. Dexter Horton, at the National Bank, Seattle, has been stolen aboard the steamer and lead substituted.

THE CORONATION OF KING GEORGE.

London, September 12th.

The arrangements for the Coronation are getting in hand. A high authority says it will be a great pageant of the Empire. Every Dominion and Dependency will be represented. The Premiers of the Colonies and other Ministers will be invited, and troops will come from every part of the globe.

The Imperial Conference will be held immediately prior or subsequent to the Coronation.

THE NEWFOUNDLAND FISHERIES AWARD.

London, September 12th.

Washington telegrams report that the State Department has issued a statement describing the Newfoundland Fisheries award as a substantial victory for the United States, declaring that, although British Sovereign rights are affirmed, their exercise has been effectively limited for the protection of American fishermen.

GREAT ROMAN CATHOLIC FESTIVAL.

London, September 12th.

Reuter telegraphs from Montreal that the Eucharistic Congress closed yesterday with a eucharistic procession. The streets were decorated with flags of the papal colours, union jacks, and tricolors, and the bells in the churches were pealing. The procession included a score of archbishops in full canonicals and mitres, 150 Bishops, several thousands of priests, and 25,000 laymen, Cardinal Vannutelli bearing the Host. The spectators were estimated to number 400,000.

COLLAPSE OF A TUNNEL IN GREATER NEW YORK.

London, September 12th.

Nine persons have been killed, ten injured, and five are missing as the result of the collapse of a railway tunnel in Jersey City.

BRITISH ARMY AIRSHIP SUCCESS.

London, September 12th.

At the manœuvres in Hampshire on Saturday the army airship did splendid work, constantly accurately sending wireless messages to headquarters reporting the dispositions and movements of troops.

STRANGE AERIAL MANŒUVRES IN DEVONSHIRE.

London, September 12th.

A strange spectacle was witnessed at Whitsand Bay, Plymouth, yesterday. A scout was practising towing six war kites supporting a canvas dummy airship at a height of two thousand feet.

It will repeat the operation to-day, when six howitzers on shore will attempt to destroy the dummy airship.

London, September 13th.

Howitzers, firing at two miles' range, shattered a dummy airship over Whitsand Bay yesterday.

THE KING AND HIS CANADIAN RIFLES.

London, September 13th.

King George, addressing the Canadian Rifles, trusted that their example would be followed by many regiments from other Dominions.

His Majesty conferred on Sir H. Pellatt and Lieut.-Colonel Mason the third class of the Victorian Order; on the Major and Captain the fourth class; and on the senior non-commissioned officer the silver medal of the same order.

IRON TIED INTO LOVER'S KNOTS.

THE MARVELS OF MODERN ENGINEERING.

Marvels of modern engineering may be seen in the making at the Naval, Mercantile Marine, and General Machinery Exhibition which was opened at Olympia on the 1st inst., says a London contemporary.

"Life as we live it to-day dates from the time iron and steel were introduced into general use" said the Marquis of Graham, who is a member of the council of the Institute of Naval Architects, as he declared the exhibition open.

That the engineer is the modern Aladdin, at whose touch wonders happen, is proved by the machinery and appliances that fill the "Hall of Ten Thousand Wheels" at Olympia.

It is three years since such an exhibition was held in London, but in that short time remarkable progress has been made. The internal combustion engine has enabled the aviator to conquer the air, and motor driven battleships may soon replace the turbine, which made such a sensation when it was introduced at a naval review at Portsmouth only a few years ago.

The machinery was silent yesterday, but when all the wheels are in motion to-day Olympia will be the most wonderful workshop in the world

"OLYMPIC'S" ANCHOR.

The largest anchor ever made—a giant of fifteen and a half tons, with a chain of which each link weighs several hundredweights—shows the size that modern ships have attained.

This anchor is intended for the *Olympic*, the White Star liner which Messrs. Harland & Wolff, of Belfast, are now building. Twelve horses were required to drag it to its place at Olympia.

By its side is a bar of Staffordshire wrought iron, five inches in diameter, which some new mechanism tied in a true lover's knot when the bar was cold as easily as a child could make a cat's-cradle of string.

A portion of a cable intended to hold a Hamburg-America liner is close by. Every link is two feet long and weighs 200lbs.

As a contrast to this display of strength is a delicate recording instrument used on large liners which shows to a hair's breadth every motion of the vessel, even when she is hurling herself through the ocean at a speed of twenty five knots.

A "room of death" which is filled at intervals with dense sulphur fumes, in which no unprotected man could live for an instant, is another of the sensations of the exhibition.

Every now and then a man with a patent smoke helmet enters this room and takes a seat. He could remain there for six hours without the slightest discomfort. It is this ingenious invention which has saved many lives in recent colliery disasters.

"Wireless" apparatus, herculean lathes, which can "turn" a great gun as easily as a broomstick, and a novel instrument by which a captain in his cabin can check every turn or twist of the man at the wheel are other of the marvels at the exhibition.

Another remarkable exhibit is the oxy-acetylene blowpipe, which melts armour plate like butter, and can eat a hole in a steel safe as quickly as can a mouse in a cheese.

CUTTING EIGHT-INCH STEEL.

The blowpipe is a long thin nozzle of brass with a down-turned burner through which a jet of acetylene gas produces a white heat. A tiny spray of oxygen forced through the centre oxidises any metal the jet touches. Eight-inch steel can be cut through in half a minute.

Divers in helmets and outfits which make air tubes unnecessary descend into glassfronted tanks in full view of visitors to the exhibition, and walk under the water as comfortably as though strolling between the stalls.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 27th at 11.55 a.m.—The barometer has fallen moderately over S. Formosa and at Meiaco Sima, and risen considerably in E. Japan.

Another typhoon has appeared over the Pacific. It is situated to the Eastward of the Balingtang Channel, and apparently it is moving towards N.W.

The China Sea typhoon had reached the neighbourhood of Touron Bay last evening. The returns from Indo-China are lacking this morning.

The anti-cyclonic area, which is still central over the Continent to the North the Yangtze valley, extends to the Sea of Japan.

N.E. and N. gales may be expected in the Formosa Channel and the N.E. part of the China Sea

Hongkong rainfall for the 24 hours ending at 10 a.m. ... 0.18 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N winds, fresh or strong; fair, squally
Formosa Channel ...	...Strong NE gale
South coast of China between Hongkong and Lamocks.	N winds, strong
South coast of China between Hongkong and Hainan...	NE to N winds, strong

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 27th.

	Prev. Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.90	29.97	29.86
Temperature ...	79	78	82
Humidity	77	67	55
Wind Direction	East	North	N
Force	2	2	2
Weather	cd	c	c
Rain	—	0.18	

Highest open air temperature on 26th..... 83
Lowest open air temperature on 26th... 73

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 28th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside; such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 26th September, 1910. [1113

FROM EUROPE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain Knaisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd.; whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex s.s. "President Lincoln" from New York.
Ex s.s. "Germania" from Gothenburg.
Ex s.s. "Käte" from Stettin.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd September 1910. [1104

S.S. "OCEANIEN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Matapan" and "Medoc" from Bordeaux ex s.s. "Ville de Lille" and "V. de Cette" in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 3rd Oct., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th Oct., or they will not be recognized.

All damaged packages will be examined on the 3rd Oct., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 26th September, 1910. [2

HONGKONG TIDE TABLE.

From September 28th to October 4th, 1910.

Day of Week	Day of Month	Hongkong Mean Time.	Height	Hongkong Mean Time.	Height.
		HIGH WATER.		LOW WATER.	
		h. m.	ft. in.	h. m.	ft. in.
Wed.	28	m 4 46	6 8	m 0 26 a	1 7
		5 32 a	5 1	11 29 a	6 9
Thurs	29	m 6 10	6 9	m 1 25 a	1 6
		5 40 a	5 3		
Fri	30	m 7 12	7 0	m 0 59	4 5
		5 17 a	5 3	3 1 a	1 6
Sat.	1	m 8 6	7 1	m 1 29	3 9
		9 15 a	5 6	2 28 a	1 7
Sun.	2	m 9 54	7 1	m 1 18	3 6
		9 34 a	5 3	3 3 a	2 0
Mon.	3	m 9 6	6 9	m 1 50	3 3
		9 52	6 1	5 40 a	2 3
Tues.	4	m 10 12	6 7	m 2 16	3 0
		10 8	5 8	5 56 a	2 6

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, September 15.

Par value each share £1. Calls paid up are:—	Malayan Companies.—	Singapore Fraser & Co.'s Prices, August 17	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, August 17.	Dividends.
15/ paid	Alor-Pongsu	.....		fy. paid	Malacca Ordinary	8.0.0	.....
fy. „	Anglo-Johore	.....		2/ fy. „	Merlimau	7/-	.....
2/ fy. „	Anglo-Malay	1.6.0	25% '10	fy. „	Merton Syndicate		.....
17/6 „	Bakap	.....		fy. „	Mount Austin		.....
fy. „	Bantong	.....		2/ fy. „	Narborough Est.		.....
fy. „	Batu Caves	17.0.0	35% '10	14/ „	North Hummock		10% int. '09
fy. „ }	Batu Kawan	.....		2/ fy. „	Padang Jawa		.....
15/ „ }				fy. „	Pandan Johore		.....
fy. „	Batu Tiga	5.10.0	.....	2/ fy. „	Pataling	3.10.0	50% '10
2/ 1/ „	Beranang Selangor		.....	fy. „	Pelepah (Johore)		.....
15/ „	Bernam Perak		3% '09	fy. „	Perak	5.5.0	42½% '09
fy. „	Do. Ordinary		.....	10/ „	Peneiro Est.		.....
fy. „ }	Bidor		.....	12/6 „	Prye		10% '09
12/6 „ }				17/6 „	Ratanuf		.....
2 fy. „	B'lands Selangor			12/6 „	Rembia	10/6 pm	.....
2/ fy. „	Bukit Cloh		.....	fy. „	Rim		.....
fy. „	Bukit Kajang	3.0.0		2/ fy. „	R. Est. of Krian		.....
15/ „		2.10.0pm	.....	15/ „	R. of Johore		.....
2/ fy. „				fy. „	Sagga	15.15.0	.....
Options	Bukit Mertajam		.....	fy. „	Seafield	7.10.0	15% '09
fy. paid	Bukit Rajah	18.10.0	150% '09	2/ fy. „	Selangor	3.10.0	75% '10
2/ 9/ „	Bukit Selangors		.....	£1 fy. „	Seletar Rubber		.....
fy. „	Castlefield	6.0.0	.....	15/ „	Sempah		.....
8/ „ }	Chankat Salak R. and Tin.			16/ „	Sendayan	2.5.0 pm	.....
fy. „ }			.....	fy. „	Seremban		15% '10
2/ fy. „	Chersonese	4/6		fy. „	Serangoon		.....
5/ „	Cheviot		.....	fy. „	Shelford	4.2.6	10% '10
2/, 1/6 „	Chota Rubber		.....	2/, 1/ „	Siginting (N. S.)		.....
2/ fy. „	Cicely Ordinary	2.6.6	135% '09	fy. „	Singapore Para	3.7.6	.....
2/ fy. „	„ Preferred	2.6.6	140% '09	2/ fy. „	Straits (Bertam)	8/6	7½% '09
2/ fy. „	Consol. Malay	1.9.0	50% '10	15/6 „	Strathmore R.		.....
fy. „	Damansara	8.17.6	25% '10	17/6 „	Sungei Bahru		.....
fy. „	Dennistown		.....	fy. „	Sungei Choh	5.0.0	.....
2/ fy. „	Enbh. Selangor	15/-	15% '10	2/ fy. „	Sungei Kapar	16/6	32½% '09
fy. „	Fed. Selangor		125% '09	15/ „	Sungei Kruit		.....
2/, 1/6 „	Gna Kee R. Est.		.....	12/6 „	Sungei Liang		.....
15/ „	Garing (Malacca)		.....	fy. „	Sungei Salak	4.15.0	.....
fy. „	Golconda	6.2.6	25% '09	fy. „	Sungei Way	6.5.0	.....
fy. „	Golden Hope		30% '09	15/ „	Tangkah		.....
£1 fy. „	Gula-Kalumpong		.....	fy. „ }	Third Mile		
fy. „	H. and Lowlands	6.2.6	10% '10	7/6 „ }			
fy. „	Inch Kenneth	16.0.0	50% '10	fy. „	Tremelbye		.....
15/ „	Johore Para		.....	15/ „	Utd. Sua Betong		.....
10/ „	Johore R. Lands		.....	2/ fy. „	Val d'Or Est		.....
12/6 „	Jong-Landor		.....	2/ fy. „	Vallambrosa	2.6.6	250% '09
fy. „	Jugra (Ordinay)		40% '09				
17/6 „	Jura Estates		.....		**Trust and Finance Companies.**		
2/ fy. „	K'pong Kuantan		.....				
2/, 1/ „	Kamuning "A"	7/6 pm	.....	5/ paid	Anglo-Straits R. T.		.....
2/ fy. „	Do. "B"		.....	10/ „ }	Eastern Internat. Trust		.....
fy. „	Kapar Para	10.10.0	10% '09	Options }			
fy. „	Kellas		.....	5/ paid	Mid-East Invest		.....
fy. „	Kepong		.....	10/ „ }	Rubber Plants. Inves. Trust		20% '09
7/6 „	Killinghall		.....	Options }			
2/ fy. „	Kinta Kellas		.....	10/ paid	R. Share Trust		.....
fy. „	Klanang		45% '09	15/ „	Strait. M. & Trust.		.....
2/ 1/ „	Klian-Kellas		.....				
2/ 1/ „	Kota Tinggi	3/-	.....		**India, Ceylon, Borneo, Java and Sumatra.**		
10/ „ }	Khota Tampan		.....				
fy. „ }							
15/ „	Krubong		.....	fy. paid	Anglo-Java		.....
fy. „	Kuala Klang		.....	fy. „	Asahan (Sumatra		.....
fy. „	Kuala Lumpur	9.10.0	30% int. '09	fy. „	Bangawan R.		.....
2/ fy. „	Kuala Pahi		.....	17/6 „	Beaufort		.....
2/ fy. „	Kuala Selangor		.....	12/6 „	Central Sumatra		.....
2/ fy. „	Labu	17/6	25% '09	5/ „	Indian Peninsula		.....
fy. „ }	Lanadron	6.12.6	27½% '09	15/ „	Java Amalgam		.....
15/ „ }		5.0.0 pm		fy „	Kimanis		.....
fy. „ }	Ledoury	4.17.6	17½% '09	17/6 „	Langkon		.....
7/6 „ }		3.0.0 pm		fy. „	Manchester		.....
15/ „	Lendu		.....	fy. „	Nirmala (Java)		.....
2/ fy. „	Linggi	2.17.6	50% '10	1/6 „	Pontianak		.....
2/ fy. „	London Asiatic	13/6	.....	2/ fy. „	Sumatra Para		12½% '09
13/ „	Lumut Est.	27/6	.....	10/ „	Sumatra Props.		.....
2/ fy. „	Madingley Est.		.....	fy. „	United Serdang	6.15.0	5% '09
fy. „	Malacca 7½% Cum. Participating Pref	8.0.0	10 '09	2/ fy. „	Utd. Sumatra	12/-	.....

SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str., 1,600, C. Kümpel, 18th Sept.—Bangkok 9th via Swatow 17th Sept., Rice and Meal—Butterfield & Swire.

BUJUN MARU, Japanese str., 1,300, Y. Fusano, 11th Sept.—Shanghai and Swatow 10th Sept., General—Osaka Shosen Kaisha.

BUYO MARU, Japanese str., 1,813, Yatsuyanagi, 23rd Sept.—Dairen 17th Sept., Coal—Mitsui Bussan Kaisha.

CATHERINE APCAR, British str., 1,730, G. F. Hudson, 25th Sept.—Calcutta, Penang and Singapore 19th Sept., General—David Sassoon & Co.

CHENAN, British str., 1,350, Lloyd Jones, 25th Sept.—Shanghai 22nd Sept., General—Butterfield & Swire.

CHIPSHING, British str., 1,199, F. Mooney, 25th Sept.—Tientsin 18th, Chefoo 19th and Weihaiwei 20th September, General—Jardine, Matheson & Co.

CHOISING, German str., 1,021, Bruhn, 21st Sept.—Bangkok 14th Sept., Rice—Butterfield & Swire.

COWRIE, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.

DAGNY, Norwegian str., 883, Solvesen, 23rd Sept.—Wakamatsu 17th Sept., Coal—Aagaard, Thoresen & Co

DERWENT, British str., 1,574, Jenkins, 24th Sept.—Saigon 20th September, Rice and General—Man Fat & Co.

GLENFARG, British str., 2,053, W. L. Hartnell, 19th Sept.—Java via Labuan 13th Sept., Sugar—Shewan, Tomes & Co.

INVERESK, British str., 3,206, A. H. Smith 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.

JAPAN, British str., 3,806, A. Stewart, 20th Sept.—Moji 16th Sept., General—David Sassoon & Co., Ltd.

KAIFUKU MARU, Japanese str., 1,903, P. Suda, 24th Sept.—Moji 19th September, Coal—Mitsu Bishi Goshi Kwaisha.

KAGA MARU, Japanese str., 3,905, Kitano, 23rd Sept.—Wakamatsu 17th Sept., Coal—Mitsu Bishi Goshi Kwaisha.

KIANG PING, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.

KITANO MARU, Japanese str., 5,277, F. E. Cope, 26th Sept.—Shanghai 23rd Sept., General—Nippon Yusen Kaisha.

KOHSICHANG, German str., 1,293, C. Rosiefsky, 22nd Sept.—Bangkok 15th Sept., Rice and Teak—Butterfield & Swire.

KORAT, German str., 1,223, H. Oldsen, 25th Sept.—Bangkok and Kohsichang 17th Sept., General—Butterfield & Swire.

KOREA, American str., 5,651, S. Sandberg, 24th September—San Francisco 23rd August, General—P. M. S. S. Co.

KUMCHOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.

LANDRAT SCHIEFF, German str., 1,012, A. Struve, 24th Sept.—Bangkok 15th and Swatow 23rd Sept., Rice—Siemssen & Co.

LENNOX, British str., 2,361, D. Reid, 1st Sept.—Keelung 30th Aug., General—Dodwell & Co.

MANSHU MARU, Japanese str., 3,254, H. Hinokuma, 20th Sept.—Moji 12th September, Coal—Order.

MATHILDE, German str., 891, Ulderup, 23rd Sept.—Haiphong and Hoihow 22nd Sept., General—Jebsen & Co.

MEEFOO, Chinese str., 1,339, T. Froberg, 26th Sept.—Shanghai 23rd September, General—C. M. S. N. Co.

NIKKO MARU, Japanese str., 3,437, M. Yagi, 26th Sept.—Melbourne and Manila 24th Sept., Flour, Sleepers, Copper and General—Nippon Yusen Kaisha.

NO. 3 KEKON, Japanese str., 3,778, T. Takai, 17th Sept.—Moji 11th Sept., Coal—Order.

ONSANG, British str., 1,737, A. J. Buller, 25th Sept.—Hongay 22nd Sept., Coal—Jardine, Matheson & Co.

PAKLAT, German str., 1,018, E. Gathemann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire.

PHEUMPENH, British str., 1,065, J. H. Scott, 20th Sept.—Saigon 16th Sept., Rice—Chinese.

PROMETHEUS, Norwegian str., 1,024, O. Kernelliensen, 15th Sept.—Manila 12th September, General—Aagaard, Thoresen & Co.

RAJAH, German str., 1,275, H. C. Reher, 24th Sept.—Ranjang 17th September, Wood—Norddeutscher Lloyd.

SEATTLE MARU, Japanese str., 3,113, G. Saito, 26th Sept.—Tacoma Wash., and Manila 23rd Sept., Flour and General—Osaka Shosen Kaisha.

SHANTUNG, British str., 1,835, J. Robinson, 24th Sept.—Sourabaya 14th Sept., Sugar—Butterfield & Swire.

SHANSI, British str., 1,228, Pottinger, 23rd Sept.—Java 13th September, Sugar—Butterfield & Swire.

SHIBETORO MARU, Japanese str., 2,479, Atsumi, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.

SIMONGAN, Dutch str., 1,200, H. Vos, 24th Sept.—Sourabaya 14th September, Sugar—Yuen Fa Hong.

SOSHU MARU, Japanese str., 1,119, Y. Yamamoto, 25th Sept.—Anping via Amoy and Swatow 24th September, General—Osaka Shosen Kaisha.

SUISANG, British str., 1,716, M. Ricknell, 25th Sept.—Chingwantao 18th Sept., Coal—Chinese.

SUNGKIANG, British str., 987, H. A. Hards, 15th September—Amoy 12th September, General—Butterfield & Swire.

TOUAREG, French str., 749, E. de Catalano, 25th September — Haiphong 23rd September, General—Messageries Maritimes.

TUNGSHING, British str., 1,173, Hussey, 20th Sept.—Wakamatsu 14th Sept., Coal—Jardine, Matheson Co.

VORWAERTS, Austrian str., 3,727, Bednars, 23rd Sept.—Kobe 13th and Shanghai 20th Sept., General—Austrian Lloyd S. N. Co.

WONGKOI, German str., 1,115, H. Ibbeken, 24th Sept.—Bangkok 15th Sept., Rice and Wood—Butterfield & Swire.

WOSANG, British str., 1,127, Smith, 25th Sept.—Shanghai and Swatow 24th September, General—Jardine, Matheson & Co.

WUHU, British str., 1,227, A. Lucker, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.

SAILING VESSEL.

ARROW, British barque, 2,971, McIvor, 20th May—Anjer 8th April, Kerosene Oil—Standard Oil Co.

DRUMELTAN, British 4-masted barque, 1,799, Swatt, 27th August—Menado 30th July, Ballast—Standard Oil Co.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. Co.'s str. *Assaye* left Singapore for this port on the 23rd instant, at 5.30 p.m. with the outward English Mails, and is due here to-day at about 5 p.m.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* arrived at Shanghai at 3.30 a.m. on the 26th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. to-morrow.

The C.P.R. Co.'s str. *Monteagle* left Vancouver for Hongkong via usual ports of call on the 20th instant p.m.

THE INDIAN MAIL.

The Indo-China str. *Kutsang* from Calcutta and the Straits left Singapore for this port on the 24th inst.

The Indo-China str. *Kumsang* left Calcutta for the Straits and Hongkong on 21st instant, and is due here about the 7th prox.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* sailed from Yokohama en route to Hongkong on the 25th inst., and is due here on the 4th prox.

The P.M. str. *Siberia* left San Francisco on the 13th instant for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 10th prox.

The P.M. str. *China* left San Francisco on the 20th instant for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 18th prox.

THE GERMAN MAIL.

The I.G.M. str. *Yorck*, carrying the German Mails with dates from Berlin of the 7th inst., left Colombo on the 24th instant p.m., and may be expected here on or about the 5th prox.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 24th instant, at 11 a.m., and may be expected here on or about the 16th prox.

MERCHANT STEAMERS.

The N.Y.K. str. *Tango Maru* (European Line) left Singapore for this port on the 23rd instant, and is expected here to-day.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Singapore for this port on the 23rd instant, and is expected here to-morrow.

The Mogul Line str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

The "Ben" Line str. *Benalder* from Leith and London left Singapore on the 21st instant, for this port.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. E. W. Adams	Mr. C. W. Kenyon
Mr. R. C. Anderson	Miss Keogh
Mr. W. H. Anderson	Miss E. Kirchella
Mr. J. I. Andrew	Mrs. A. Kobanch
Mr. J. H. Backhouse	Miss A. Kotlench
Mrs. R. V. Bleacker	Mr. W. Laidlaw
Mr. H. Pode	Miss A. Leigh
Mr. W. E. Bowerman	Mr. G. T. Lloyd
Mr. & Mrs. C. E. Brown	Mr. W. Logan
Mr. B. W. Cadwallader	Mr. G. D. Lundy
Mr. A. Axel Saxton	Mrs. M. L. Macomber
Miss M. Clough	Mr. D. Markham
Mr. A. H. Cobbs	Dr. O. Marriott
Mr. & Mrs. J. J. Connell	Miss K. A. Massey
Mr. J. H. Dorian	Mr. H. Van Meines
Mr. J. S. Dunlop	Mr. John Mercki
Miss N. [illegible] Dunlop	Mrs. J. G. Minor
Mr. and Mrs. H. C. Ehrenfels	Mr. A. B. Moulder
Mr. A. E. [illegible]ders	Miss G. Musser
Mr. H. G. Fisher	Miss L. Musser
Mr. & Mrs. Ford	Miss D. Musser
Capt. G. A. Forsaith	Mr. and Mrs. F. D. Northcombe
Mr. V. Galbourn	Mrs. Pettingell
Capt. W. Grimes	Mr. G. H. Roy
Mr. J. M. Grover	Lt. & Mrs. C. S. Ridley
Capt. T. P. Hall	Mr. W. H. Robinson
Dr. B. Harms	Mr. E. K. Rodger
Mr. S. S. Harrison	Mr. H. H. Solomon
Miss E. K. Harrison	Dr. and Mrs. A. D. Spalding
Mr. S. S. Harvey	Mr. J. Spittles
Mr. T. L. Harrison	Miss A. Square
Mrs. M. R. Hawkins	Mrs. A. C. Scott
Mr. Heiman	Mr. A. F. Thayer
Mr. A. Heise	Mrs. M. L. Thompson
Mr. E. G. Helvering	Mr. J. Thorpe
Hon. Mr. and Mrs. E. A. Hewett	Mr. W. W. Trautschold
Dr. S. Hough	Mr. A. V. Walker
Miss Howrigan	Mr. H. West
Miss H. Huttig	Mr. A. Whitmarsh
Mr. F. H. Hyde	Mr. G. Wolf
Mrs. C. M. Jack	Mr. G. G. Wood
Mr. W. Jackson	Mrs. H. B. Wyman

KING EDWARD HOTEL.

Consul C. R. D. Assumpcao	Mr. and Mrs. J. D. F. Mulder
Mr. M. P. Beattie	Major Nicolson
Mr. F. F. Cor	Mr. R. Nikkels
Mr. Max Dobbins	Mr. Packer
Mr. K. Gulbrandsen	Capt. and Mrs. W. C. Passmore
Mr. Kennedy	Mr. E. Rigold
Misses K. J. M. Kennedy	Mr. W. Robinson
Capt. F. Kofod	Mr. Rossum
Miss Lepreito	Dr. Schulz
Mr. F. F. C. Master	Mr. E. E. Smith
Mr. G. W. McEwen	Mr. & Mrs. Vallbrecht
Mr. B. K. Mehta	Mr. & Mrs. C. de Vionnois
Mrs. Merlees	

KINGSCLERE PRIVATE HOTEL.

Comdr. & Mrs. Acton & maid	Consul J. M. Macedo
Mr. E. Arndt	Mr. J. F. Macgregor
Dr. Black	Mr. & Mrs. C. C. Mackee
Capt. & Mrs. Bromer	Mr. & Mrs. L. D. Wandell
Mr. W. F. Brewer	Master Wandell
Mr. & Mrs. J. E. Burgess	Miss Massey
Mr. E. J. Chapman	Mr. J. M. McHutchon
Mr. Cooker	Mr. C. M. Meyer
Mr. P. Sydenham Dixon	Mr. K. S. Morrison
Mr. & Mrs. D. E. Donnelly	Mr. J. A. Offer
Mr. J. G. S. Gausden	Mr. Wm. Pittendrigh
Mr. & Mrs. G. Gordon	Mr. & Mrs. G. L. Platt
Mr. C. L. Gorham	Mr. J. Robertson
Mr. H. Hoffman	Mrs. G. Sachse
Mrs. F. N. James	Miss K. Sachse
Mr. W. H. Tindal King	Capt. & Mrs. Schultzen
Mr. H. Leonard	Mr. & Mrs. Tibbs
Mr. & Mrs. A. C. Logan	Mr. H. Webb
	Mr. J. W. Wilson

ORIENTAL HOTEL.

Mr. D. G. Peebe	Mr. H. C. Lyon
Mr. & Mrs. Crow	Mr. W. Mansfield
Mr. P. A. Frank	Mr. F. J. McDonald
Mr. E. Hausen	Mr. Fred Patterson
Mr. J. A. Hamilton	Mr. W. Pringle jr
Mr. Ridgeley Hunt	Mr. F. Sanksen
Mr. R. Hunt	Mr. N. C. Seale
Mr. & Mrs. R. D. Johnson and child	Mr. F. T. Shostell
Dr. F. Keyt	Capt. and Mrs. A. H. Stewart & child
Mr. & Mrs. Larentzen	Mr. A. Storrie
Miss Larentzen	Mr. R. P. Taylor
Mr. Lennox	Mr. F. Wilson

THE LOCK-OUT IN THE SHIP-BUILDING INDUSTRY.

The Times of the 3rd inst. has the following leader on the subject:—The general lock-out in the shipbuilding yards controlled by the Shipbuilding Employers' Federation, which was narrowly averted just four weeks ago, has now suddenly take place. The employers have acted with great promptness and secrecy. A private meeting was held at Carlisle on Thursday, at which it was decided to lock out the members of the Boilermakers' Society forthwith in all the federated shipyards; and effect was given to the decision yesterday without any preliminary notice. The first intimation of this drastic action was the appearance yesterday in various yards of a notice dispensing with the services of the boilermakers at stopping-time to-day, and no doubt the same step has been taken in all the yards affected. To-day, therefore, an industrial conflict of the first magnitude will actually begin; for, though the boilermakers alone are locked out, a number of workmen belonging to other trades are necessarily rendered idle, and subsidiary notices to that effect have been posted expressing regret at the necessity. If the dispute continues, more work, which can for the present be carried on without the boilermakers, will gradually come to an end, and as that happens men will be from time to time discharged until the yards are practically deserted, as they were on the North-East Coast in 1898. But the area now affected is vastly greater. Besides all the North-East ports, it includes the whole of the Clyde, Dundee, Aberdeen, Liverpool, Barrow, Hull, and other minor centres, but not Belfast. Our Glasgow correspondent reckons that 30,000 men are directly affected, but it is impossible to estimate the total number who may be thrown out of work. The dispute is obviously on a very large scale and the prospect extremely grave. The action of the employers is said to have taken the men by surprise, and that is more than likely. It will be observed at once that only a day's notice has been given, instead of the usual week or more. At the last crisis, four weeks ago, brought about by members of the Boilermakers' and Shipwrights' Societies, the employers, after abortive negotiations in which the men paid no attention to their own officials, eventually threatened a lock-out, but they gave full notice. They informed the two unions concerned that, unless the men returned to work at once, notices would be issued on the following Saturday for a general lock-out, to begin a week later. That is the usual course, whether the intention to terminate the contract comes from one side or the other. The reason why it has not been followed in the present case is made sufficiently clear by the proceedings that have led up to the crisis.

The real question at issue is whether the agreement solemnly concluded and ratified only last year between the Employers' Federation and some 26 trade unions employed in shipbuilding shall be adhered to and respected, or whether it shall be torn up and thrown into the wastepaper basket. That agreement was the result of prolonged negotiations following the strike on the North-East Coast, and was universally acclaimed as one of the greatest labour treaties in the history of industry and a notable step in the progress of mutual conciliation and agreement. It is already threatened with destruction, and the employers have been driven to the present decisive action in an attempt to preserve it. If they do not succeed in vindicating it now, there will be an end of it, and chaos will reign again in the shipbuilding yards. The essence of this instrument, as of all similar ones, is that it substitutes negotiation for war; it is collective bargaining made perfect, or as nearly so as circumstances and human nature permit. Its object is to prevent industrial differences from developing into strikes or stoppages of work, and to that end it provides an elaborate machinery for the thorough mutual discussion of any differences that may arise. An indispensable condition for its working is that no stoppage shall take place pending discussion, and to that both parties solemnly bind themselves. If the condition is not kept, the whole thing goes for nothing at once; it is reduced to waste paper. Now it appears that some of the men, and particularly members of the Boilermakers' Society, have been repeatedly violating this condition of late. The strike which precipitated the crisis four weeks ago was an instance. The men employed in a repairing yard on the Clyde simply left work and refused to come back. Their union officials told them they were wrong, and ordered them to return, when their demands would be considered in the regular way; but they paid no attention until the threatened lock-out brought them to reason. That case is only one of many. Leaving work in flat defiance of the agreement seems to have become a common practice among the boilermakers: we are told that hardly a day has passed without some breach of the provision against striking. Whether that is an exaggeration or not, the occurrences which have precipitated the actual lock-out, and are given as the reason for it in the notices, indicate a spirit of absolute lawlessness which speaks for itself.

There are two of them, one on the Tyne and the other on the Clyde. The first and more serious of the two is a dispute which arose in Armstrong & Whitworth's yard at Walker with regard to the conditions under which riveting work should be done in ships built upon the Isherwood system. A provisional agreement was drawn up and signed by the employers and the executive officials of the Boilermakers' Society, and the men should have accepted it, according to all the rules of collective bargaining, for the time being, until a permanent agreement was concluded. But this week they simply refused to start work; and their temper is shown by the fact that not only the men affected by the particular point in dispute refused to work, but all the riveters employed in the yard, who had no dispute at all. If these facts are correct, as we believe them to be, they completely dispose of the defence which has been put forward on behalf of the men—that the employers are really taking advantage of the agreement to cheat them. What the men did was to repudiate the arrangement made on their behalf by their own chosen leaders and official representatives. The other case on the Clyde was of a similar character. Such a state of things is perfectly hopeless. The men seem to be in a thoroughly reckless mood. After refusing to work for a week or so, they want to come back again. That was the case with the riveters in the Walker yard. They would not work on Monday, but on Thursday decided to go back, which in itself disposes of the contention that they have any serious grievance. No one can be surprised that the employers have at last decided to take effective steps to put a stop to this wanton injury and nuisance. They are entirely within their rights in taking peremptory action under the agreement, which secures to either party complete liberty in case of breach or breakdown of the provisions, and the suddenness of their move is abundantly justified by the experience they have already had of the futility of giving notice beforehand. The men come back to work just before it expires, and then begin again. It is necessary to bring matters to a decisive head. One thing should be noted. The great majority of the unions that are parties to the agreement have not been implicated in these sectional strikes in violation of it. There is clearly something very wrong with the Boilermakers' Society. Once a model trade union, second to none in strength, stability, and self-respect, it has fallen into a very unsatisfactory state since the retirement of the late Robert Knight. No society can go on with so little control over its members as it has recently shown.

SIGHT TESTS IN THE MERCANTILE MARINE.

The report to the Board of Trade on the sight tests used in the mercantile marine for the year ended December 31, 1909, has been issued as a White Paper [Cd. 5256].

The report states that the Merchant Shipping (Colonial) Conference held in April, 1907, a resolution was adopted urging the Board of Trade to consider the efficiency of the system of sight tests then in force, and in accordance with that resolution the Board decided to add two new test skeins to the three already in use in the colour vision test. The Board have also decided, after full consideration of the resolution, that on and after January 1, 1914, the standard of form vision shall be raised, so that candidates will thereafter be required to possess full normal vision in one eye and at least half normal vision in the other. The alteration, however, will be subject to the condition that candidates who before the above date shall have obtained any certificate of competency as master or mate (foreign-going or home trade), or as skipper or second hand of fishing boats, shall have the option of undergoing the present tests, and shall not, in order to obtain certificates of higher grades, be required to pass the more severe test.

During 1909 the total number of candidates examined was 6,084. Of these 6,028 candidates passed in form vision and 56 failed! 5,942 candidates were successful in the colour vision tests and 86 failed; 15 of the latter passed on appeal. Of the 65 candidates who failed in the old colour vision test 20 were re-examined on appeal, and of these 10 passed and 10 failed. Twenty-one candidates who were examined after November 1 failed in the new test, and of these 11 were re-examined, of whom five passed and six were rejected. The number of officers already in possession of certificates who, on coming up for examination in 1909, failed to pass the sight tests was 13, four of these holding master's certificates. Since November 1, 1900, fishermen, when presenting themselves for examination for certificates as skipper or second hand of fishing boats, have been required to pass the same sight tests as candidates for certificates of competency as masters or mates in the mercantile marine, and the results are included in this return.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting he section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, R.N.R	P. & O. S. N. Co.	On 1st Oct., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R	P. & O. S. N. Co.	About 5th Oct.
COPENHAGEN	RUBOMA	Dan. str.	—		MELCHERS & Co.	On 1st Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HAVRE, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 6th Oct.
HAVRE, & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 13th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ARMENIA	Ger. str.	k. w	Rohde	HAMBURG-AMERIKA LINIE	On 6th Nov.
MARSEILLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Gregorys	JARDINE, MATHESON & Co., LD.	About 17th inst.
MARSEILLES, &c., VIA PORTS OF CALL	VILLE DE LA CIOTAT	Fren.str.	—	Barillon	MESSAGERIES MARITIMES	On 11th Oct., at 1 P.M
MARSEILLES, HAVRE, & HAMBURG, &c.	AMBRIA	Ger. str.	k w	Deinat	HAMBURG-AMERIKA LINIE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	IYO MARU	Jap. str	—	R. Takoda	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
MARSEILLES HAVRE & HAMBURG, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th Oct., at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	DERFFLINGER	Ger. str.	—	G. Meiners	MELCHERS & Co.	On 5th Oct., at Noon
TRIESTE, &c., VIA SINGAPORE, &c.	VORWAERTS	Aus. str.	—	B. Bednarz	SANDEE, WIELER & Co.	To-day, at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAVELLI	Am. str.			SHEWAN, TOMES & Co.	About 21st Oct.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	T. Saito	DODWELL & Co., LTD.	About 5th Oct.
BOSTON & NEW YORK	INDRAWADI	Brit. str.	—	K. Kawara	JARDINE, MATHESON & Co., LD.	About 13th Oct.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	KUMERIC	Brit. str.	—	K. Sato	DODWELL & Co., LTD.	On 20th Oct.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 8th Oct., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VICTORIA, C.B. & TACOMA VIA JAPAN	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 5th Oct., at Noon.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c	INABA MARU	Jap. str.		K. Kawara	NIPPON YUSEN KAISHA	On 11th Oct., at Noon.
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &c	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov., at Noon.
CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 22nd Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 8th Oct., at D'light
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th Oct., at Noon.
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	F. Iseke	MELCHERS & Co	About 18th Oct.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-day, at Noon.
JAPAN	TJIMAHI	Dut. str.	—	Bouman	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TIENTSIN VIA SWATOW WEIHAIWEI & CHEFOO	CHIPSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD.	On 30th inst., at Noon.
CHEFOO & TIENTSIN	HUICHOW	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 6th Oct., at 4 P.M.
SHANGHAI, NAGASAKI KOBE & YOKOHAMA	YORCK	Ger. str.	—	J. Randermann	MELCHERS & Co.	About 5th Oct.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	Brit. str.	—	W. H. S. Hall, R. N. R	P. & O. S. N. Co.	About 6th Oct.
SHANGHAI, KOBE & YOKOHAMA	DUMBEA	Fren. str.		Rebufat	MESSAGERIES MARITIMES	On 10th Oct., A.M.
TSINGTAU, CHEFOO & NEWCHWANG	TUNGSHING	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 28th inst., at 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	NANCHANG	Brit. str.	1 m.	Kenzie	BUTTELFIELD & SWIRE	On 5th Oct., at 4 P.M.
SHANGHAI VIA SWATOW	WOSANG	Brit. str.	—	A. A. Campbell	JARDINE, MATHESON & Co., LD.	On 30th inst., at Noon.
SHANGHAI	CHENAN	Brit. str.	1 m.		BUTTERFIELD AND SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 29th. inst.
SHANGHAI	LINAN	Brit. str.	1 m	C. Lindbergh	BUTTERFIELD & SWIRE	On 2nd Oct., at D'light
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 4th Oct., at Noon
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	BUJUN MARU	Jap. str.	—	Y. Fuseno	OSAKA SHOSEN KAISHA	On 6th Oct., at Noon.
SHANGHAI, KOBE & YOKOHAMA	ARMENIA	Ger. str.	k. w		HAMBURG-AMERIKA LINIE	On 6th Oct.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—		MELCHERS & Co.	On 6th Dec.
SHANGHAI, KOBE & YOKOHAMA	PEKING	Swed. str	—		OLOF WIJK & Co., LTD.	On 15th Oct.
SHANGHAI, KOBE & YOKOHAMA	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 21st Oct.
SHANGHAI	TJIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch
ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 28th inst., at 10 A.M.
TAKAO, SHANGHAI, PUKOW, HANKOW, &c.	PEZHAUWE	Brit. str.	—	C. F. Lockstone	P. & O. S. N. Co.	About 30th Oct.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSEN KAISHA	On 2nd Oct., at 10 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 7th Oct., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 30th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co	On 4th Oct., at 10 A.M
HOIHOW & HAIPHONG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 1st Oct., at Noon
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 30th inst., at 4 P.M.
MANILA	ZAPIRO	Brit. str.	—	A. Fraser	SHEWAN TOMES & Co.	On 1st Oct., at Noon
MANILA	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 4th Oct., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 7th Oct., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co	On 8th Oct., at Noon.
MANILA	KAIFONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 6th Oct., at 4 P.M.
ILOILO & CEBU	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., LD.	On 10th Oct. at Noon.
SANDAKAN	BORNEO	Ger. str.	—	F Sembill	MELCHERS & Co.	End of Oct.
KUDAT & SANDAKAN	HAKATA MARU	Jap. str.	—	A. Mecker	NIPPON YUSEN KAISHA	On 4th Oct.
BOMBAY VIA SINGAPORE, & COLOMBO	CATHERINE APCAR	Brit. str.	—	G. F. Hudson	DAVID SASSOON & Co., LTD.	On 1st Oct., at Noon.
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	A. Stewart	DAVID SASSOON & Co., LTD	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 8th Oct., at Noon
SINGAPORE, PENANG & CALCUTTA	TJILATJAP	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LIJN	Quick despatch
BATAVIA, CHERIBON, SAMARANG, &c.						

SHIPPING.

ARRIVALS.

CHANGSHA, British str., 1,463, Edw. Finlayson, 27th Sept.—Australia via Philippines 24th August, General—Butterfield & Swire.
HAIMUN, British str., 641, A. H. Stewart, 27th September—Swatow 26th Sept., General—Douglas, Lapraik & Co.
LOONGSANG, British str., 1,092, F. Wheeler, 27th Sept.—Manila 23rd Sept., General—Jardine, Matheson & Co.
LOOSOK, German str., 1,020, G. Schultzen, 27th Sept.—Kohsichang 20th Sept., Rice and Teak—Butterfield & Swire.
MARIE, German str., 1,169, Christiansen, 26th Sept.—Manila 23rd September, Ballast—Jebsen & Co.
SUDRA, British str., 3,929, W. E. Kelway, 27th Sept.—Keelung 25th Sept., General—Standard Oil Co.
TUNGSHING, British str., 27th Sept.—Canton.
YAWATA MARU, Japanese str., 3,816, T. Sekine, 27th September—Yokohama 30th Sept., General—Nippon Yusen Kaisha.
ZAFIRO, British str., 1,618, A. Fraser, 26th Sept.—Manila 24th September, General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 27th September.

Anghin, German str., for Bangkok.
Buyo Maru, Japanese str., for Dairen.
Choising, German str., for Bangkok.
Glenfarg, British str., for Bangkok.
Haimun, British str., for Swatow.
Kitano Maru, Japanese str., for Singapore.
Manshu Maru, Japanese str., for Rangoon.
Mathilde, German str., for Hoihow.
Nikko Maru, Japanese str., for Nagasaki.
Simongan, Dutch str., for Saigon.
Soshu Maru, Japanese str., for Swatow.
Touareg, French str., from Fort Bayard.
Tungshing, British str., for Tsingtau.
Vorwaerts, Austrian str., for Singapore.

DEPARTURES.

27th September.

HAICHING, British str., for Swatow.
HANOI, French str., for Haiphong.
KAISER ELISABETH, Aus. cruiser, for Shanghai.
MEEFOO, Chinese str., for Canton.
OCEANIEN, French str., for Shanghai.
PANTHER, Austrian cruiser, for Shanghai.
SUVERIC, British str., for Shanghai.
TEAN, British str., for Manila.
TOURANE, French str., for Europe, &c.
WOSANG, British str., for Canton.

SHIPPING REPORTS.

The British str. *Sudra* reports: Clear weather with fresh N.E. gale.

The British str. *Loongsang* reports: Passed through typhoon and strong N.E. gale afterwards.

The German str. *Loosok* reports: To 18 degrees N. fair weather; from 18 degrees to Hongkong, a very strong gale from N.E. to East.

The British str. *Zafiro* reports: Strong wind from West round South into N.E. quadrant, very unsettled weather, high confused seas throughout.

VESSELS IN DOCK.

September 26th.

TAIKOO DOCK.—*Union, Sungkiang.*

STEAMERS PASSED THE CANAL.

September 2nd—*China, Moyune, Peshawur, Tongo Maru, Pacifique.* 6th—*Monmouthshire, Armenia.* 9th—*Borneo, Polynesien, Priam.* 13th—*Aragonia, Astyanax, Ghazee, Silvia, Yorck.* 16th—*Cardiganshire, Dumbar, Japan, Kamo Maru, Laertes, Perseus, Scandia, Sikh, Wakoso Maru, Wraycastle, Segovia.* 20th—*Peking, Poona, Senegambia.* 23rd—*Australien, Benmedrich, Glausus, Kawachi Maru, Namur, Patroclus, Peiho.*

ARRIVALS AT HOME.

Sept. 23rd—*Atsuta Maru, Prinz Ludwig, Thesseus.*

VESSELS ON THE BERTH

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP Co.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRAVELLI," On or about 21st October.

For freight and further information apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 23rd September, 1910. [1103

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship "JAPAN," Captain A. Stewart, will be despatched for the above Ports TO-DAY, the 28th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents.

Hongkong, 26th September, 1910. [1102

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE ... Capt. Owen Jones, R.N.R.	About 29th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI ... Capt. G. W. Gordon, R.N.R.	Noon, 1st Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA ... Capt. D. C. Gregor, R.N.R.	About 5th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO ... Capt. W. H. S. Hall	About 6th Oct.	Freight and Passage.
TAKAO, SHANGHAI, PUKOW, HANKOW, NAGASAKI, MOJI, KOBE and YOKOHAMA	PESHAWUR ... Capt. C. E. Lockstone, R.N.R.	About 3rd Oct.	Freight only.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 28th September, 1910 [1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"CHENAN"	On 29th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 30th Sept., 4 P.M.
HOIHOW & HAIPHONG	"SINGAN"	On 1st Oct., AT NOON.
SHANGHAI	"LINAN"	On 2nd Oct., D'light.
TSINGTAU, CHEFOO & NEWCHWANG	"NANCHANG"	On 5th Oct., 4 P.M.
MANILA	"TAMING"	On 4th Oct., 4 P.M.
ILOILO & CEBU	"KAIFONG"	On 6th Oct., 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 6th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, $45 SINGLE and $80 RETURN.

TELEPHONE 36

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 28th September, 1910. 10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 30th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. Hedgins	TUESDAY, 4th Oct., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 7th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" ... Capt. A. H. Stewart ... WED'DAY, 28th Sept., at 11 A.M. SUNDAY, 2nd Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 27th September 1910. [9

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"RUBOMA"	On 1st October.
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 17th September, 1910. [6

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
† TSINGTAU, CHEFOO & NEWCHWANG	"TUNGSHING"	Wednesday, 28th Sept., 4 P.M
* TIENTSIN VIA SWATOW WEIHAIWEI and CHEFOO	"CHIPSHING"	Friday, 30th Sept., Noon.
† SHANGHAI VIA SWATOW	"WOSANG"	Friday, 30th Sept., Noon.
* MANILA	"LOONGSANG"	Friday, 30th Sept., 4 P.M.
†* SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 4th Oct., Noon.
* MANILA	"YUENSANG"	Friday, 7th Oct., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 8th Oct., Noon.
‡ SANDAKAN	"MAUSANG"	Monday, 10th Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twao Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

Hongkong, 27th September, 1910. [14

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHINGHAI, KOBE & YOKOHAMA:
S.S. ARMENIA ... 6th Oct.
S.S. SENEGAMBIA ... 21st Oct.
S.S. SUEVIA ... 4th Nov.
S.S. WESTPHALIA ... 17th Nov.
S.S. ARABIA ... 18th Nov.
S.S. SCANDIA ... 1st Dec.
S.S. BRISGAVIA ... 16th Dec.
S.S. SLAVONIA ... 30th Dec.

HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:
S.S. AMBRIA ... 4th Oct.
FOR HAVRE, HAMBURG & ANTWERP:
S.S. BADENIA ... 6th Oct.
FOR HAVRE & HAMBURG:
S.S. ALESIA ... 13th Oct.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. C. FRED. LAEISZ 23rd Oct.
FOR ROTTERDAM, HAVRE & ANTWERP:
S.S. BELGRAUIA ... 2nd Nov.
FOR HAVRE & HAMBURG:
S.S. ARMENIA ... 6th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th September 1910. [11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910.

S.S. BUYO MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 „ „ ... Dec. 21st, at Noon.
S.S. KIYO MARU ... 17,200 „ „ ... About Mid. Feb., 1911

For particulars apply to N. YAMADA, Acting Manager.
TOYO KISEN KAISHA. King's Building.

Hongkong 1st September, 1910. 403

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO and PORT SAID	IYO MARU, Capt. R. Takeda,	7,000	WED'DAY, 12th Oct., at Daylight.
	HIRANO MARU, Capt. H. Fraser,	9,000	WED'DAY, 26th Oct., at Daylight
VICTORIA B.C. & SEATTLE	§ KAMAKURA MARU, Capt. J. Nago,	7,000	SATURDAY, 8th Oct., from KOBE.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	§ INABA MARU, Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon.
	§ TAMBA MARU, Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sekine,	5,000	FRIDAY, 30th Sept., at Noon.
	NIKKO MARU, Capt. M. Yagi,	6,000	FRIDAY, 28th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	6,000	WED'DAY, 28th Sept., at Noon.
SHANGHAI, MOJI and KOBE	‡ BOMBAY MARU, Capt. Teranuka,	5,000	THURSDAY, 29th September.
KOBE and YOKOHAMA	TANGO MARU, Capt. A. Christiansen,	8,000	THURSDAY, 29th Sept., at 5 P.M.
BOMBAY Via SINGAPORE, and COLOMBO	* HAKATA MARU, Capt. A. Mocker,	7,000	TUESDAY, 4th October.

§ Calling at Saigon.

Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
CLASS	$120	$110	$100	$90
„	$80	$70	$60	$50

With Optica rail between Calling Ports in Japan.

Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER. [13—125

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 1st Oct., Noon.
RUBI	2540	R. Rodger	Manila	On 8th Oct., Noon.

For Freight or Passage apply to
Hongkong, 5th September, 1910

SHEWAN, TOMES & Co.
General Managers. [12

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIMAHI	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILIWONG	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375.

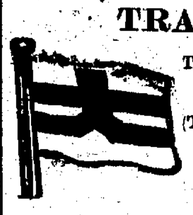
Hongkong, 28th September, 1910. [16

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.
	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 2nd Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 28th Sept., at 10 A.M.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 2nd Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 6th Oct., at NOON.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
$73.00	$55.00	$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONEYS exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
662] HONGKONG.

Japan Office.
32, WATER STREET
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Assaye*, with the English mail of the 2nd inst., left Singapore on Friday, the 23rd inst., at 5.30 p.m., and may be expected here to-day, at about 5.00 p.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 24th of August, and for despatch overland on the 31st of August.

The *Empress of Japan*, with the Canadian mail, left Shanghai on Monday, the 26th inst., at 4 p.m., and may be expected here to-morrow, at 8 a.m.

The *Delhi*, with the Siberian mail, is due to arrive at Hongkong on Friday, the 30th inst.

FOR	PER	DATE.
Fort Bayard and Haiphong	*Touareg*	Wednesday, 28th, 8.00 A M
Swatow, Amoy and Anping	*Soshu Maru*	Wednesday, 28th, 9.00 A M
Swatow	*Haimun*	Wednesday, 28th, 10.00 A M
Nagasaki, Kobe and Yokohama	*Nikko Maru*	Wednesday, 28th, 11.00 A M
Singapore, Penang and Calcutta	*Vorwaerts*	Wednesday, 28th, 11.00 A M
Saigon	*Simongan*	Wednesday, 28th, 1.00 P M
Bangkok	*Anghin*	Wednesday, 28th, 1.00 P M
Macao	*Sui Tai*	Wednesday, 28th, 1.15 P M
Singapore, Penang and Calcutta	*Japan*	Wednesday, 28th, 2.00 P M
Saigon	*Prometheus*	Wednesday, 28th, 3.00 P M
Tsingtau, Chefoo and Newchwang	*Tungshing*	Wednesday, 28th, 3.00 P M
Hoihow, Singapore and Bangkok	*Kohsichang*	Wednesday, 28th, 5.00 P M
Macao	*Sui Tai*	Thursday, 29th, 1.15 P M
Shanghai	*Chenan*	Thursday, 29th, 3.00 P M
Kobe and Yokohama	*Tango Maru*	Thursday, 29th, 4.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 30th, 9.00 A M
Manila, Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin Perth, and Fremantle.	*Yawata Maru*	Friday, 30th, 11.00 A M
Batavia, Cheribon, Samarang and Sourabaya	*Tjilatjap*	Friday, 30th, 11.00 A M
Swatow, Weihaiwei, Chefoo and Tientsin	*Chipshing*	Friday, 30th, 11.00 A M
Swatow and Shanghai	*Wosang*	Friday, 30th, 11.00 A M
Macao	*Sui Tai*	Friday, 30th, 1.15 P M
Manila	*Loongsang*	Friday, 30th, 3.00 P M
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	*Changsha*	Friday, 30th, 3.00 P M
SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA, HONOLULU, AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE	*Korea*	—:OCTOBER:— Saturday, 1st, Printed Matter and Samples ... 9.00 A M; Registration ... 10.00 A M; Registration, Kowloon B.O. ... 9.00 A M; No late fee. Letters ... 10.00 A M
Hoihow and Haiphong	*Singan*	Saturday, 1st, 10.00 A M
Manila	*Zafiro*	Saturday, 1st, 10.00 A M

PASSENGERS.

ARRIVED.

Per *Loosok*, from Kohsichang. Miss Sabine Rickmers.

Per *Loongsang*, from Manila, Mrs M. Pettingell and Mr R. P. Tew.

Per *Oceanien*, from Marseilles, &c., Mr and Mrs Muller, Mr Aki, Mr Ballen, Mr J. H. Itam; Mr R. P. Duquet, Mr Blondet Mr Lenobera and Mrs Pasquier.

Per *Zafiro*, from Manila, Misses G. Nooley and M. Place, Messrs M. C. Seale, E. F. Place, E. W. Adams, J. Lord, S. Carlos, F. D. Barbeitum and A. Bersanim.

Per *Changsha*, from Australia, &c., Miss Sloan, Capt. Brown, Mrs Dixson, Mrs Knapp, Dr. Bebeg, Mr Franks, Mr Harrison, Mr Potts, Mr Patterson, Mr Lyons, Miss Yhelma Woods, Mr Palmer, Mrs Kemp and 2 children.

Per *Yawata Maru*, from Japan, &c., for Hongkong, Miss E. M. Dann, Miss K. F. Spink, Capt. and Mrs Worthington, Miss F. C. Buffington, Mrs McKay and 3 children, Mr J. Silverman, Mr R. E. Ames, Mr P. P. J. Wodehouse, Mr A. G. M. Fletcher, Col. and Mrs H. C. B. Dann, Mr R. P. Wedd, Dr. A. Gibson, Capt. C. D. K. Greenway, Mr T. Shioda, Mr J. Nakamura, Mr K. Kushida, Mr T. Miyagaki, Mr A. Hara and Mr K. Hara; for Manila, Miss K. Lowe, Mr Y. Ishikawa, Miss S. Seto and Miss T. Mayeda; for Brisbane, Mr W. H. Fullard; for Sydney, Consul-General Saitow, Miss Sulwan, Mr K. Oksawa, Mr Chikanceff, Mrs A. Pekarr and child, and Mr G. Martyr.

DEPARTED.

Per *Oceanien*, for Shanghai, Mr Bickart, Miss Lola Bell, Mr O'Connel, Mr Bepoux, Mr E. Godfrey and Mr Robinson.

TO DEPART.

Per *Kitano Maru*, for London, Mr and Mrs J. H. Kemp, Mr Howard, Misses Howard (2), Master Howard, Mr. Kaneko, Mr Y[illegible]uchi, Mr J. D. Moraes, Misses Moraes (2), Miss Gil, Mr Joshi, Mr and Mrs O. White and 2 children, Major Kayelsu, Viscount Ishikawa, Dr. Masaki, Mr and Mrs Batchelor and child, Mrs Casey, Mrs Ogawa, Mrs Akbar, Mrs Kaji, Miss Kaji, Messrs Nelson, Sahmi, Youngkam, Sugahara, Besho, A. R. Herant, Randall and Ruddish.

PASSENGERS EXPECTED.

Per P. & O. str. *Malwa*, connecting with the str. *Assaye* at Colombo, from London, August 26, to Hongkong—Mrs Reay, Mr A. Neilson, Mrs and Miss Benton; to Manila, Mr A. H. Ryder.

Per P. & O. str. *Borneo*, from London, Aug. 27, to Hongkong—Mr F. W. Richardson, Mr J. Brown, Comdr. and Mrs E. S. Gregory, Mr S. Harrer, Comdr. C. L. Lambe, Mrs C. E. Stainer and Mr J. C. Allan.

Per P. & O. str. *Macedonia*, connecting with the str. *Devanha* at Colombo, from London, Sept. 9, to Hongkong—Mrs Young, Mr W. A. Paul; to Manila, Mr T. Crossthwaite; from Marseilles, Sept. 16, to Hongkong—Mr R. E. Stubbs.

Per P. & O. str. *Namur*, from London, Sept. 10, to Hongkong—Messrs Harris, C. J. Mason, N. H. Mason, H. Phillips, J. Olsen, P. Mather, F. Bourne, F. Weller, F. G. Snow and C. E. Holmes, Mrs Mace and child, Mr G. G. Burnett.

Per P. & O. str. *Moldavia*, connecting with the str. *Arcadia* at Colombo, from London, Sept. 23, to Hongkong—Major-General and Mrs C. A. Anderson, Mr and Mrs Cohen, Mr C. A. Ward, Mrs Lindsay.

Per P. & O. str. *Mongolia*, connecting with the str. *Delta* at Colombo, from London, Oct. 7, to Hongkong—Rev. R. J. Temple, Misses A. Lecy, J. Lloyd and Probst.

Per P. & O. str. *Somali*, from London, Oct. 8, to Hongkong—Mr and Mrs G. E. and Miss Thomas, Dr. H. Smith, Mr and Mrs A. K. Henderson, Mr and Mrs J. Roger, Dr. and Mrs G. E. B. Baronsfeather, Mr and Mrs H. W. Bird and children, Rev. F. and Mrs Cheld and children, Mrs R. M. Miller and child, Capt. H. B. Dempster, Miss A. B. L. McArthur, Miss M. Brawn, Mr Loftly and Miss Hill.

COMMERCIAL.

—:o:—

EXCHANGE CLOSING QUOTATIONS.

September 27th.

ON LONDON:—	
Telegraphic Transfer	1/9 11/16
Bank Bills, on demand	1/9 3/4
Bank Bills, at 30 days' sight	1/9 13/16
Bank Bills, at 4 months' sight	1/9 15/16
Credits, at 4 months' sight	1/10 1/8
Documentary Bills 4 months' sight	1/10 1/8
ON PARIS:—	
Bank Bills, on demand	228½
Credits, at 4 months' sight	232½
ON GERMANY:—	
On demand	185
ON NEW YORK:—	
Bank Bills, on demand	44½
Credits, at 60 days' sight	45⅛
ON BOMBAY:—	
Telegraphic Transfer	135
Bank, on demand	135¼
ON CALCUTTA:—	
Telegraphic Transfer	135
Bank, on demand	135¼
ON SHANGHAI:—	
Bank, at sight	74
Private, 30 days' sight	74⅞
ON YOKOHAMA:—On demand	88¾
ON MANILA:—On demand—Pesos	88¾
ON SINGAPORE:—On demand	77⅛
ON BATAVIA:—On demand	108¾
ON HAIPHONG:—On demand	1¼ % pm.
ON SAIGON:—On demand	1 % pm.
ON BANGKOK:—On demand	85¾
SOVEREIGNS, Bank's Buying Rate	$11.05
GOLD LEAF, 100 fine, per tael	$58
BAR SILVER, per oz.	24 13/16

SUBSIDIARY COINS.

		per cent
Chinese	20 cents pieces	$4.84 discount.
Chinese	10 "	$5.54 "
Hongkong	20 "	$4.65 "
Hongkong	10 "	$4.97 "

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 27TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$927½, sal.&sel. £87
National Bank of China, Limited	99,925	£7	£6	$78, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	$8, sellers
China Borneo Company, Limited	60,000	$12	$12	$9, buyers
China Light and Power Company, Limited.	50,000	$10	$10	$1.40, sellers
	50,000	$1	$1	
China Provident, Loan & Mortgage Co., Ld.	200,000	$10	$10	$8¼, sales
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ld	125,000	$10	$10	$4, sellers
International Cotton Manuf'ing Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 55.
Laou-Kung-Mow C. Spin.&Weav.Co.,Ld	8,000	Tls. 100	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 202.
Dairy Farm Company, Limited	40,000	$7½	$6	$18, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$54, sellers
Hongkong and Whampoa Dock Co., Ld.	50,000	$50	all	$50, sellers
New Amoy Dock Co., Limited	10,000	$6¾	$6¾	$9, sellers
Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkew Wharf Co., Ld.	36,000	Tls. 100	Tls. 100	Tls. 112.
Fenwick & Co., Limited	18,000	$25	$25	$9, sellers
Green Island Cement Co., Limited	400,000	$10	$10	$4.65, buyers
Hongkong and China Gas Co., Limited	7,000	£10	all	$205.
Hongkong Electric Co., Limited	60,000	$10	$10	$21.
Hongkong Hotel Company, Limited	12,000	$50	$50	$100.
	8,000		$25	$75.
Hongkong Ice Company, Limited	5,000	$25	all	$135.
Hongkong Rope Manufacturing Co., Limited	60,000	$10	all	$21, sellers
H'kong & South China Steam Fisheries Co., Ld.	15,000	$10	$7	$7.
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	$250	$50	$190, buyers
China Fire Insurance Co., Limited	20,000	$100	$20	$116, sellers
China Traders Insurance Co., Limited	24,000	$83.33	$25	$87½.
Hongkong Fire Insurance Co., Limited	8,000	$250	$50	$355, sal. & buy.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 115.
Union Insurance Society, Limited	12,400	$250	$100	$825.
Yangtsze Insurance Association, Limited	12,000	$100	$60	$200.
LANDS AND BUILDINGS.—		$100		
Hongkong Land Invest. Agency Co., Ld.	50,000		$100	$101, buyers
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$7¼, sellers
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	$50	$50	$39.
MINING.—				
Société Française des Cnarb'ges du Tonkin	16,000	Fcs. 250	all	$720.
Raub Australian Gold Mining Co., Ld.	200,000	£1	£1	$7½, sellers
Peak Tramways Co., Limited	25,000	$10	all	$13, sellers
	50,000	$10	$1	$1½, sellers
Philippine Co., Limited	75,000	$10	$10	$10, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	$100	all	$150, sellers
Luzon Sugar Refining Co., Limited	7,000	$100	all	$22, sellers
Robinson Piano Co., Limited	4,000	$50	$50	$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ld.	30,000	$25	$25	$10, sal. & buy.
Douglas Steamship Co., Limited	20,000	$50	all	$23, sellers
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	$15	$15	$32.
Indo-China Steam Navigation Co., Ld	60,000 pref. 60,000 def.	£5	all	58, sel. L'don £5,10/-
Shell Transport & Trading Co., Limited.	2,000,000	£1	£1	84/- sellers
Star Ferry Company, Limited	10,000	$10	$10	$23, sellers
	10,000	$10	$5	$10.
South China Morning Post, Limited	6,000	$25	$25	$25, sellers
Steam Laundry Company, Limited	20,000	$5	$5	$5½, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	$10	all	$10.
Wm. Powell, Limited	15,000	$7	$7	$2, buyers
Watkins, Limited	10,000	$10	$10	$3, sellers
A. S. Watson & Co., Limited	90,000	$10	$10	$6¼, buyers
Wessmann, Limited	3,000	$10	$10	$12, buyers
United Asbestos Oriental Agency, Limited,	9,900 ordy. 100 f'ders	$10	$4	$11½, sellers
		$10	$10	$300.
Union Waterboat Co., Limited	50,000	$10	$10	$8, buyers
RUBBERS.—				
Allagars	750,000	2/-	all	4/9
Anglo-Malays	1,500,000	2/-	all	23/6
Balgownies	151,200	$1	all	$12 (Sts.)
Batu Tigas	70,000	£1	all	90/-
Bukit Kajangs	80,000	£1	—	63/6
Castlefields, fully paid	30,000	£1	all	110/-
Cheviots	70,000	£1	—	—
Eastern and International	250,000	£1	10/-	13 prem.
Highlands and Lowlands	307,143	£1	all	100/-
Kamunings	1,825,000	2/-	—	5/6 prem.
Kuala Lumpur	180,000	£1	—	—
Labus	100,000	2/-	—	—
Ledbury's	100,000	£1	all	72/6
Linggis	900,000	2/-	all	52/6
London Asiatics	1,266,000	2/-	all	10/6
London Ventures	—	—	—	6/6
Morlemaus	1,750,000	2/-	all	7/-
Pegohs	45,000	$10	all	$28 (Sts.)
Sandycrofts	50,000	$2	all	$29/- (Str.)
Sapongs	100,000	£1	all	25/-
Shelfords	65,000	£1	all	72/6
Singapore and Johores	125,000	$2	all	$13 (Str.)
Sumatra Paras	995,000	2/-	all	11/3
Sungei-Kapars	90,000	2/-	all	—
United Serdangs	170,000	£1	all	115/-

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share-Brokers.*

TO-DAY

5.30 P.M.—Annual General Meeting of Hongkong Football Club, at Jardine, Matheson & Co.

TO-MORROW.

6 P.M.—60 Debentures of Club Germania to be drawn.

FORTHCOMING EVENTS.

Friday, 30th Sept.—Auction of Steam Launch "Belle" at Queen's Statue Wharf by Messrs. Hughes and Hough, 11 A.M.

Friday, 30th Sept.—Sixth Annual General Meeting of The Royal Hongkong Yacht Club, at Union Insurance Society of Canton, 5.15 P.M.

Saturday, 1st Oct.—Half-Yearly Meeting of Hongkong Jockey Club, Noon.

Saturday, 1st Oct.—Boxing at City Hall, 9 P.M.

Saturday, 1st Oct.—Opening of the Kowloon Railway, 2.45 P.M.

Monday, 3rd Oct.—Auction of Crown Land at Public Works Dept., 3 P.M.

Monday, 3rd Oct.—Auction of Crown Land at Public Works Dept., 3 P.M.

Wednesday, 5th Oct.—"Nicola" at Theatre Royal, 9 P.M.

Saturday, 8th Oct.—Fourteenth Ordinary Yearly Meeting of The Dairy Farm Co., Ltd., 12.30 P.M.

Saturday, 15th Oct.—The twenty-ninth ordinary Meeting of Canton Insurance Office Ltd., Noon.

OPIUM.

September 26th.

Quotations are:—

Malwa New	$2,150/2,200	per picul.
Malwa Old	$2,210/2,250	"
Malwa Older	$2,260/2,300	"
Malwa V. Old	$2,310/2,350	"
Persian fine quality	$1,400/1,500	"
Persian extra fine	$2,100	"
Patna New	—	per chest.
Patna Old	$2,125	"
Benares New	$2,150	"
Benares Old	$2,150	"

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